



# Chicago Metropolitan Agency for Planning

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## Chicago Metropolitan Agency for Planning

### Transportation Committee Agenda

Friday June 12, 2009

Argonne National Laboratory Transportation Research and Analysis Computing Center  
(TRACC),

2700 International Drive

West Chicago, IL 60185

#### 1.0 Call to Order and Introductions 10:00 AM

Luann Hamilton, Committee Chair

#### 2.0 Agenda Changes and Announcements

#### 3.0 Approval of Minutes

The draft minutes from the May 15, 2009 meeting are attached.

ACTION REQUESTED: Approval of minutes of the May 15, 2009 meeting.

#### 4.0 Coordinating Committee Reports

The planning committee will meet on June 10, 2009. There will be a brief update on the activities from this meeting.

ACTION REQUESTED: Information

#### 5.0 Transportation Improvement Program (TIP) – Holly Ostlick

##### 5.1 Transportation Improvement Program (TIP Revisions)

Approvals of TIP revisions that exceed amendment thresholds have been requested. The TIP Amendments and Revisions are attached.

ACTION REQUESTED: Approval

#### 6.0 Regional Bridge Condition Report – Dan Rice

In support of compiling adopted performance measures, staff has prepared a summary report of regional highway bridge conditions as of 2007, including summaries by type of agency and geographic location in the region. The report

explains the condition rating system, reviews trends, and explains regional conditions. The report is posted at <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15502>.

ACTION REQUESTED: Information

## **7.0 Northeastern Illinois Regional Greenways and Trails Plan – 2009 Update – Lori Heringa**

Staff has completed the Northeastern Illinois Regional Greenways and Trails Plan – 2009 Update. Originally completed in 1992 and updated in 1997, the Plan envisions a network of continuous greenway and trail corridors, linked across jurisdictions, providing scenic beauty, natural habitat, and recreational and transportation opportunities for our communities. The 2009 Update was subject to substantial input and meetings with local and county-level stakeholders. The Bicycle and Pedestrian Task Force and the Regional Greenways and Trails Steering Committee, at their joint meeting on May 27, requested consideration of the draft 2009 Update by the Environmental and Natural Resources Committee and the Transportation Committee. The update is available at <http://www.cmap.illinois.gov/greenwaysandtrails.aspx>

ACTION REQUESTED: Release of the Northeastern Illinois Regional Greenways and Trails Plan – 2009 Update for a 15-day public comment period, and recommendation for consideration by the Programming Coordinating Committee

## **8.0 Public Comment**

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

## **9.0 Other Business**

There will be a tour of the TRACC facilities following the meeting.

## **10.0 Next Meeting**

The next meeting is scheduled July 31, 2009 at 9:30 a.m. at the CMAP office in the Cook County Room.

## **11.0 Adjournment**

**Transportation Committee Members:**

_____ Charles Abraham	_____ Don Kopec	_____ Dick Smith
_____ Rocky Donahue	_____ Christina Kupkowski	_____ David Simmons
_____ John Donovan***	_____ Jan Metzger	_____ Steve Strains
_____ John Fortmann	_____ Arlene J. Mulder	_____ Chris Synder**
_____ Bruce Gould	_____ Randy Neufeld	_____ Vonu Thakuriah
_____ Rupert Graham, Jr	_____ Jason Osborn	_____ Paula Trigg
_____ Jack Groner	_____ Leanne Redden	_____ David Werner***
_____ Luann Hamilton*	_____ Mike Rogers	_____ Ken Yunker
_____ Robert Hann	_____ Joe Schofer	_____ Tom Zapler
_____ Fran Klaas	_____ Peter Skosey	

**\*Chair**

**\*\*Vice-Chair**

**\*\*\*Non-voting**



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## Chicago Metropolitan Agency for Planning

### Transportation Committee Agenda

#### Draft Minutes

May 15, 2009

#### Cook County Conference Room

233 S. Wacker Drive, Suite 800, Sears Tower  
Chicago, Illinois

**Members Present:** Chair - Luann Hamilton – CDOT, Chuck Abraham - IDOT- DPIT, John Biessel – Cook County, John Donovan – FHWA, John Fortmann - IDOT District One, Don Kopec - CMAP, David Kralik-Metra, Christina Kupkowski - Will County, Sarah Lutz - McHenry County, Olympia Moy – CNT , Arlene J. Mulder – Council of Mayors, Heidi Files - Kane/Kendall County, David Simmons - CTA, Peter Skosey – Metropolitan Planning Council, Chris Snyder – DuPage County, Paula Trigg – Lake County, Sidney Weseman – RTA, Rocco Zuccherro– Illinois Tollway

**Members Absent:** Bill Brown – NIRPC, Rocky Donahue – Pace, Robert Hann – Private Providers, Randy Neufeld - Bicycle and Pedestrian Task Force, Mike Rogers - IEPA, Joe Schofer - Northwestern University, Steve Strains – NIRPC, Vonu Thakuriah - UIC-UTC, Ken Yunker – SEWRPC, David Werner – FTA - USDOT Chicago Metro Office, Tom Zapler – Class 1 Railroad Companies

**Others Present:** Kristen Bennett, Bruce Christensen, Kama Dobbs, Bud Fleming, Colleen Gannon, Henry Guerriero, Darlene Hale, Niki Nutter, Hugh O'Hara, David Palia, Chad Riddle, David Seglin, Vicky Smith, Chris Staron, Mike Sullivan, Emily Tapia-Lopez, Mike Walczak, Jan Ward

**Staff Present:** Erin Aleman, Patricia Berry, Bob Dean, Teri Dixon, George Johnson, Matt Maloney, Holly Ostlick, Russell Pietrowiak, Joy Schaad

## **1.0 Call to Order and Introductions**

Luann Hamilton, Committee Chair, called the meeting to order.

## **2.0 Agenda Changes and Announcements**

There was a reminder that the next meeting is scheduled June 12, 2009 at 10:00 a.m. at Argonne National Laboratory Transportation Research and Analysis Computing Center (TRACC), 2700 International Drive, West Chicago, IL 60185.

Mr. Cuculich is stepping down from the Transportation Committee. While Mr. Cuculich will continue his participation in the MPO Policy Committee, Chris Snyder will serve as representative of DuPage County and Vice-Chair of the Transportation Committee.

Mr. Weseman recognized Mr. Neufeld's service. Mr. Neufeld stated that he would still be serving on the Transportation committee. Mr. Beissel informed the committee that Ted Georgas is retiring at the end of May after 30+ years of service.

## **3.0 Approval of Minutes**

On a motion, Ms. Trigg, seconded by Mr. Weseman the April 24, 2009 minutes were approved.

## **4.0 Coordinating Committee Reports**

Mr. Weseman briefed the TC on the May 13, 2009 Planning Committee meeting. Items included the capital project evaluation and definition of what constitutes a major project. The committee was informed that the CMAP Board tabled the discussion on DRI and will consider it at their June meeting.

## **5.0 RTA Update**

Mr. Weseman stated that on May 21<sup>st</sup> the RTA would be amending its 2009 financial budget and marks would be revised. Since then the service boards have taken action to reduce their programs as appropriate.

All the service boards ARRA applications have been filed with the FTA.

## **6.0 Transportation Improvement Program (TIP) – Holly Ostdick**

### **6.1 Transportation Improvement Program (TIP Revisions)**

Ms. Ostdick requested committee approval of amendments to not exempt and exempt TIP projects that exceed amendment thresholds. The four reports with

amendments and revisions were posted on the web site for a seven day public comment period and no comments were received.

On a motion by Ms. Trigg seconded by Mr. Kopec, the not exempt and exempt project amendments were amended into the TIP. Vote: All Ayes. Motion Carried.

## **7.0 GO TO 2040**

### **7.1 Evaluation Measures for Major Transportation Capital Projects**

Mr. Dean reviewed the recommended evaluation measures for major capital projects. He identified those that had been modified since the last committee meeting which included measures for safety, travel times, stream quality within environmental features, and facility condition. Mr. Dean also clarified that cost effectiveness would be addressed as the projects are evaluated for fiscal constraint, and that there would be basic identifying information presented for each project as well as analytical evaluation measures. He also noted that staff was developing a written definition of major capital projects, which used facility type to identify which projects were major capital projects; expressway extensions or lane additions, or similar projects on the rail system, were generally considered to be major capital projects.

Mr. Neufeld and Mayor Mulder asked that bicycle and pedestrian safety be explicitly considered, and staff noted that this could be done either within the safety or the bicycle and pedestrian accommodation measure. Mr. Zucchero asked about the use of stream quality within the environmental features measure. Staff stated that watersheds of streams of A or B quality according to the IEPA were proposed to be included in the definition of sensitive environmental features, because preserving higher-quality streams was more effective than trying to restore lower-quality streams to a higher quality. The committee also asked about the definition of major capital projects, specifically HOT lanes and CREATE. Staff responded that if HOT lanes required construction of a new lane, they would be considered a major capital project; if they used an existing lane they would not. Staff also noted that CREATE had not been considered a major capital project in the 2030 RTP, because it was a series of projects rather than a single one, and that this treatment was recommended for this analysis as well. Mr. Kralik asked whether these measures and the RTA's proposed major capital project measures were consistent, and CMAP and RTA staff responded that they were generally consistent.

On a motion from Mr. Neufeld, second by Mr. Abraham, the committee recommended approval of the major capital project evaluation measures.

## **7.2 Financial Plan**

Mr. Maloney provided a short report on the outline of the financial plan which would help determine the financial constraints to be used for transportation projects. He stated that work on both costs and revenues was underway, and that CMAP was coordinating with the RTA on transit components. The committee will receive more detailed updates at future transportation committee meetings.

## **7.3 Public Engagement**

Ms. Aleman walked the committee through the different alternatives and the options available to the public for participation in the *GO TO 2040* process through the kiosks, the CMAP web site and/or participating in the public outreach sessions. Ms. Aleman demonstrated the interactive software tool that will be used during the public outreach process and encouraged all to contact CMAP staff if they would like to host a workshop.

## **7.4 Scenario Evaluation**

Mr. Dean reviewed the ongoing evaluation of alternative scenarios, each of which is a combination of transportation and non-transportation policies and investments. The committee was invited to make further comments after the meeting, as time for discussion was limited. Committee members asked questions or suggested changes to strategies involving parking policy, off-peak transit service improvements, transit wait time, and transit oriented development, and also suggested presenting results in terms of per capita change to account for the region's growth.

## **8.0 Public Comment**

There was no public comment.

## **9.0 Other Business**

There was no other business.

## **10.0 Next Meeting**

The next meeting is scheduled June 12, 2009 at 10:00 a.m. at Argonne National Laboratory Transportation Research and Analysis Computing Center (TRACC), 2700 International Drive, West Chicago, IL 60185.

## 11.0 Adjournment

A motion was made and seconded for adjournment.

_____ Charles Abraham	_____ Don Kopec	_____ Dick Smith
_____ Rocky Donahue	_____ Christina Kupkowski	_____ David Simmons
_____ John Donovan***	_____ Jan Metzger	_____ Steve Strains
_____ John Fortmann	_____ Arlene J. Mulder	_____ Chris Synder**
_____ Bruce Gould	_____ Randy Neufeld	_____ Vonu Thakuriah
_____ Rupert Graham, Jr	_____ Jason Osborn	_____ Paula Trigg
_____ Jack Groner	_____ Leanne Redden	_____ David Werner***
_____ Luann Hamilton*	_____ Mike Rogers	_____ Ken Yunker
_____ Robert Hann	_____ Joe Schofer	_____ Tom Zapler
_____ Fran Klaas	_____ Peter Skosey	

\*Chair

\*\*Vice-Chair

\*\*\*Non-voting





**Non-Exempt Projects Requiring a TIP Amendment**  
**Transportation Committee Meeting of June 12, 2009**

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
11-03-0019		\$7,726		(\$7,726)	-100.00%	Yes	Yes
WALKUP RD FROM BULL VALLEY RD (MCHEMRY/MCHEMRY) TO IL 176 (MCHEMRY/CRYSTAL LAKE)							

**Project Work Types After Revision:** SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$8,915	\$7,132	ROAD SEGMENT PORTION	
	STP-L	CONSTRUCTION	10	\$2,970	\$594	INTERSECTION IMPROVEMENT,	

**Financial Data After Revision**

16-08-0012	CTA	CHANGE PROJECT		\$238	\$238	999.99%	Yes	Yes
CTA - 194.007 YELLOW LINE SEE RTP 02-02-9001								

**Project Work Types After Revision:** RAIL LINE - EXTEND LINE

**Financial Data Before Revision**

Financial Data After Revision	5339	IMPLEMENTATION	09	\$238	\$238	AA	
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These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5309A	IMPLEMENTATION	MYB	\$131,783	\$131,783	NS- OUTYEAR	
SB	IMPLEMENTATION	MYB	\$65,892	\$0	SB- OUTYEAR	
5309B	IMPLEMENTATION	MYB	\$65,892	\$65,892	FIX- OUTYEAR	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>10-06-0062 CMAP</b>	CHANGE PROJECT	\$1,280	\$3,385	\$2,105	164.45%	Yes	No
IL 132 GRAND AVE FROM IL 131 GREEN BAY RD (LAKE) TO IL 137 SHERIDAN RD (LAKE)							
<b>Project Work Types After Revision:</b> SIGNALS - INTERCONNECTS AND TIMING							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	CMAQ	ENGINEERING-II	09	\$135	\$108	Awarded	
	CMAQ	CONSTRUCTION	09	\$1,465	\$1,172		
<b>Financial Data After Revision</b>	CMAQ	ENGINEERING-II	09	\$135	\$108	Awarded	
	CMAQ	CONSTRUCTION	09	\$4,096	\$3,277		
<hr/>							
<b>09-06-0066 CMAP</b>	CHANGE PROJECT			\$1,456	\$1,456	999.99%	Yes
IL 25 BROADWAY AVE FROM NORTH AVE (KANE) TO ILLINOIS AVE (KANE)							
<b>Project Work Types After Revision:</b> SIGNALS - INTERCONNECTS AND TIMING							
SIGNALS - INTERCONNECTS AND TIMING							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	CMAQ	IMPLEMENTATION	09	\$881	\$699	E3/CONST	
	CMAQ	IMPLEMENTATION	09	\$947	\$757	E3/CONST	
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<b>07-09-0004 CMAP</b>	CHANGE PROJECT			\$528	\$528	999.99%	Yes
IL 43 HARLEM AVE FROM OAK PARK AVE (COOK) TO ST FRANCIS RD/COX AVE (COOK)							
<b>Project Work Types After Revision:</b> SIGNALS - INTERCONNECTS AND TIMING							
SIGNALS - INTERCONNECTS AND TIMING							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$330	\$264	1-78078-0000	
	CMAQ	CONSTRUCTION	09	\$330	\$264	1-78078-0000	
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
10-06-0063 CMAP LEWIS AVE FROM YORKHOUSE RD (LAKE) TO 14TH ST (LAKE)	CHANGE PROJECT	\$2,000	\$5,024	\$3,024	151.20%	Yes	No

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$2,301	\$1,841		
	CMAQ	ENGINEERING-II	09	\$199	\$159	Awarded	
Financial Data After Revision	CMAQ	CONSTRUCTION	09	\$6,081	\$4,865		
	CMAQ	ENGINEERING-II	09	\$199	\$159	Awarded	

16-08-0009 CTA CTA - 194.007 CIRCLE LINE SEE RTP 01-02-9021	CHANGE PROJECT		\$5,940	\$5,940	999.99%	Yes	Yes
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Project Work Types After Revision: RAIL LINE - EXTEND LINE

Financial Data Before Revision

Financial Data After Revision	5309A	IMPLEMENTATION	09	\$5,940	\$5,940	NEW START
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These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5307	IMPLEMENTATION	MYB	\$284,102	\$284,102	FTA- OUTYEAR	
SB	IMPLEMENTATION	MYB	\$639,230	\$0	SB- OUTYEAR	

16-08-0010 CTA CTA - 194.007 RED LINE SEE RTP 01-94-0006	CHANGE PROJECT		\$285	\$285	999.99%	Yes	Yes
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Project Work Types After Revision: RAIL LINE - EXTEND LINE

Financial Data Before Revision

Financial Data After Revision	5339	IMPLEMENTATION	09	\$285	\$285	AA
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These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5309A	IMPLEMENTATION	MYB	\$389,955	\$389,955	NS- OUTYEAR	
5309B	IMPLEMENTATION	MYB	\$194,977	\$194,977	FIX- OUTYEAR	
SB	IMPLEMENTATION	MYB	\$194,977	\$0	SB- OUTYEAR	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-97-0027 IDOT District 1 Division of Highways	CHANGE PROJECT	\$28,000	\$53,200	\$25,200	90.00%	Yes	No
I- 55 STEVENSON EXPY FROM WEBER RD (WILL) TO I- 80 (WILL)							
RTP PROJECT							

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - ADD LANES  
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE  
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE  
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE  
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HRA	CONSTRUCTION	09	\$18,000	\$18,000	1749840750	
	HRA	CONSTRUCTION	09	\$10,000	\$10,000	1749840700; WT: E-NOIS, WEBE	
Financial Data After Revision	HRA	CONSTRUCTION	09	\$18,000	\$18,000	1749840750; WT: E-NOIS, WEBE	
	HRA	CONSTRUCTION	09	\$10,000	\$10,000	1749840700; WT: E-NOIS, WEBE	
	I-M	CONSTRUCTION	09	\$18,000	\$16,200	1749840750; WT: E-NOIS, WEBE	
	I-M	CONSTRUCTION	09	\$10,000	\$9,000	1749840700; WT: E-NOIS, WEBE	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-95-0011 Kane County Division of Transportatin CH 83 ORCHARD RD FROM S OF JERICO RD (KANE/Montgomery) TO IL 30 (KANE/Montgomery)	CHANGE PROJECT	\$368	\$518	\$150	40.76%	No	Yes

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	11	\$460	\$368		
	GEN-OP	ENGINEERING	11	\$1,500	\$0	E3	
	GEN-OP	ROW ACQUISITION	09	\$780	\$0	ROADWAY	
	GEN-OP	ENGINEERING-II	09	\$248	\$0		
Financial Data After Revision	STP-L	ENGINEERING-II	09	\$300	\$150		
	CMAQ	CONSTRUCTION	11	\$460	\$368		
	GEN-OP	ENGINEERING	11	\$1,500	\$0	E3	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
STP-L	ROW ACQUISITION	MYB	\$1,500	\$750	ROADWAY	
STP-L	CONSTRUCTION	MYB	\$16,000	\$3,000		

09-03-0001 Kane County Division of Transportatin RANDALL RD AT FABYAN PKWY (KANE) INTERSECTION IMPROVEMENT	CHANGE PROJECT	\$2,048	\$2,683	\$635	31.01%	No	Yes
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**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
BICYCLE FACILITY  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	11	\$2,260	\$1,808		
	CMAQ	ROW ACQUISITION	09	\$300	\$240		
	GEN-OP	ENGINEERING-I	09	\$500	\$0		
	GEN-OP	ENGINEERING-II	09	\$200	\$0		
Financial Data After Revision	CMAQ	ROW ACQUISITION	09	\$300	\$240		
	CMAQ	ENGINEERING-II	09	\$254	\$203		
	GEN-OP	ENGINEERING-I	09	\$500	\$0		
	CMAQ	CONSTRUCTION	11	\$2,800	\$2,240	E3 INCLUDED	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
Totals for 11 Projects		\$41,422	\$73,257	\$31,835	76.9%		



**Exempt Projects Requiring a TIP Amendment**  
**Transportation Committee Meeting of June 12, 2009**

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>10-00-0129</b>		\$3,500		(\$3,500)	-100.00%	Yes	Yes
HART ROAD AT US 14 NORTHWEST HIGHWAY (LAKE)							

**Project Work Types After Revision:** SAFETY - RAILROAD CROSSING IMPROVEMENTS  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CTEF	ROW ACQUISITION	12	\$228	\$0		
	CTEF	ENGINEERING-II	12	\$213	\$0		
	CTEF	ENGINEERING-I	10	\$234	\$0		
	STP-L	CONSTRUCTION	12	\$5,000	\$3,500	NW COUNCIL ADDITION	

**Financial Data After Revision**

<b>08-09-0020</b>	<b>DuPage Council of Mayors</b>	CHANGE PROJECT	\$947	\$3,615	\$2,668	281.73%	Yes	No
Various Routes in DuPage County Naperville Rd. from IL 38 to IL 56, Lemont Rd. from 83rd St. to 97th Ave., Gary Ave. from Jewell to St. Charles Rd.,								

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	09	\$947	\$947		
<b>Financial Data After Revision</b>	LRA	CONSTRUCTION	09	\$3,615	\$3,615		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>01-96-0001 Chicago Department of Transportation</b>	CHANGE PROJECT	\$13,793	\$28,066	\$14,273	103.48%	Yes	No
WELLS ST BRIDGE AT CHICAGO RIVER (COOK) BETWEEN MERCHANDISE MART AND WACKER DR							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS  
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	ENGINEERING-II	09	\$1,000	\$560		
	STP-L	CONSTRUCTION	11	\$16,541	\$13,233		
<b>Financial Data After Revision</b>	STP-L	ENGINEERING-II	09	\$1,000	\$800		
	STP-L	ENGINEERING-II	09	\$1,000	\$800		
	STP-L	CONSTRUCTION	11	\$16,541	\$13,233		
	STP-L	CONSTRUCTION	11	\$16,541	\$13,233		

<b>11-04-0001 CMAP</b>	CHANGE PROJECT	\$2,565	\$2,565	\$0	0.00%	No	Yes
JOHNSBURG RD FROM IL 31 (MCHENRY) TO CHAPEL HILL RD (MCHENRY)							

**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	10	\$3,400	\$2,245		
	CMAQ	ENGINEERING-II	09	\$400	\$320		
	MFT-LO	ROW ACQUISITION	09	\$400	\$0		
<b>Financial Data After Revision</b>	MFT-LO	ROW ACQUISITION	09	\$400	\$0		
	MFT-LO	ENGINEERING-II	09	\$400	\$0		
	CMAQ	CONSTRUCTION	11	\$3,400	\$2,565		



Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-06-0002 CMAP		CHANGE PROJECT	\$320	\$360	\$40	12.50%	No	Yes
RANDALL RD AT BOLCUM RD (RIDGEWOOD DR) (KANE)								
Project Work Types After Revision:		BICYCLE FACILITY HIGHWAY/ROAD - INTERSECTION IMPROVEMENT SIGNALS - MODERNIZATION						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	CONSTRUCTION	09	\$700	\$320	ENG2/CONST	
Financial Data After Revision		CMAQ	CONSTRUCTION	09	\$1,902	\$312		
		ILL	CONSTRUCTION	09	\$51	\$0		
		CMAQ	ENGINEERING-II	10	\$60	\$48		
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09-06-0003 CMAP		CHANGE PROJECT	\$2,240	\$1,087	(\$1,153)	-51.47%	Yes	Yes
RANDALL RD FROM FOOTHILL RD (KANE) TO US 20 (KANE)								
Project Work Types After Revision:		SIGNALS - MODERNIZATION HIGHWAY/ROAD - INTERSECTION IMPROVEMENT						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		CMAQ	ENGINEERING	10	\$200	\$160		
		CMAQ	ROW ACQUISITION	09	\$500	\$400		
		CMAQ	ENGINEERING-II	09	\$100	\$80		
		CMAQ	CONSTRUCTION	10	\$2,000	\$1,600	ENG2/ROW/CONST	
Financial Data After Revision		CMAQ	ENGINEERING-II	09	\$120	\$96		
		GEN-OP	ROW ACQUISITION	09	\$500	\$0		
		CMAQ	CONSTRUCTION	10	\$2,000	\$991		
		GEN-OP	ENGINEERING	10	\$260	\$0	E3	
<hr/>								

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
10-06-0003 CMAP	CHANGE PROJECT	\$303	\$387	\$84	27.72%	No	Yes
DEERFIELD RD FROM ROSEMARY AVE (LAKE) TO CHICAGO RIVER NORTH BRANCH BRIDGE (LAKE)							

Project Work Types After Revision: PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$379	\$303		
Financial Data After Revision	CMAQ	IMPLEMENTATION	09	\$484	\$387	ROW/CONST	

03-08-0004 CMAP	CHANGE PROJECT	\$527	\$2,106	\$1,579	299.62%	Yes	No
Arlington Park Metra Station - Commuter Drive FROM Rohlwing Rd (COOK/Rolling Meadows) TO Arlington Park Metra Station (COOK/Arlington Heights) Reconst							

Project Work Types After Revision: BICYCLE FACILITY  
BICYCLE FACILITY  
HIGHWAY/ROAD - RECONSTRUCT IN KIND  
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-II	09	\$34	\$27		
	CMAQ	ROW ACQUISITION	09	\$100	\$80		
	CMAQ	CONSTRUCTION	09	\$525	\$420		
Financial Data After Revision	CMAQ	ENGINEERING-II	09	\$34	\$27		
	CMAQ	ROW ACQUISITION	09	\$100	\$80		
	CMAQ	CONSTRUCTION	09	\$525	\$420		
	CMAQ	ENGINEERING-II	09	\$34	\$27		
	CMAQ	ROW ACQUISITION	09	\$100	\$80		
	CMAQ	CONSTRUCTION	09	\$525	\$420		
	STP-L	CONSTRUCTION	11	\$752	\$526		
	STP-L	CONSTRUCTION	11	\$752	\$526		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-00-0006 CTA	CHANGE PROJECT	\$125,965	\$114,544	(\$11,421)	-9.07%	Yes	No
CTA - 022.903 PERFORM RAIL CAR OVERHAUL & MID-LIFE REHABILITATION							

Project Work Types After Revision: ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$17,429	\$17,429	FTA	
	5307	IMPLEMENTATION	10	\$7,612	\$7,612	FTA	
	5307	IMPLEMENTATION	11	\$19,386	\$19,386	FTA	
	5307	IMPLEMENTATION	12	\$17,600	\$17,600	FTA	
	5309B	IMPLEMENTATION	12	\$19,649	\$19,649	FIX	
	5309B	IMPLEMENTATION	11	\$26,109	\$26,109	FIX	
	5309B	IMPLEMENTATION	10	\$14,939	\$14,939	FIX	
	5309B	IMPLEMENTATION	09	\$3,241	\$3,241	FIX	
	ILLT	IMPLEMENTATION	12	\$78,500	\$0	NEW STATE FUNDING	
	ILLT	IMPLEMENTATION	11	\$80,000	\$0	NEW STATE FUNDING	
	ILLT	IMPLEMENTATION	10	\$57,858	\$0	NEW STATE FUNDING	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$6,008	\$6,008	FTA	
	5309B	IMPLEMENTATION	09	\$3,241	\$3,241	FIX	
	SB	IMPLEMENTATION	09	\$6,420	\$0	SERVICE BOARD	
	5307	IMPLEMENTATION	10	\$7,612	\$7,612	FTA	
	5309B	IMPLEMENTATION	10	\$14,939	\$14,939	FIX	
	ILLT	IMPLEMENTATION	10	\$57,858	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	11	\$19,386	\$19,386	FTA	
	5309B	IMPLEMENTATION	11	\$26,109	\$26,109	FIX	
	ILLT	IMPLEMENTATION	11	\$80,000	\$0	NEW STATE FUNDING	
	5307	IMPLEMENTATION	12	\$17,600	\$17,600	FTA	
	5309B	IMPLEMENTATION	12	\$19,649	\$19,649	FIX	
	ILLT	IMPLEMENTATION	12	\$78,500	\$0	NEW STATE FUNDING	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

OTH	IMPLEMENTATION	MYB	\$306,835	\$0	OTHER
5307	IMPLEMENTATION	MYB	\$2,706	\$2,706	FTA FY13
5309B	IMPLEMENTATION	MYB	\$71,047	\$71,047	FTA FY13
ILLT	IMPLEMENTATION	MYB	\$65,000	\$0	NEW STATE FUNDING FY13
TRA5309	IMPLEMENTATION	09	\$0	\$0	ECONOMIC RECOVERY

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-00-0030 CTA	CHANGE PROJECT	\$19,603	\$33,075	\$13,472	68.72%	Yes	No
CTA - 121.500 REPL/UPGRADE DISTRIB&SIGNAL							

Project Work Types After Revision: CPS - POWER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$8,300	\$8,300	FTA	
	5309B	IMPLEMENTATION	09	\$11,303	\$11,303	FIX	
	ILLT	IMPLEMENTATION	11	\$31,000	\$0	NEW STATE FUNDING	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$21,368	\$21,368	FTA	
	5309B	IMPLEMENTATION	09	\$11,707	\$11,707	FIX	
	ILLT	IMPLEMENTATION	11	\$31,000	\$0	NEW STATE FUNDING	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
ILLT	IMPLEMENTATION	MYB	\$31,000	\$0	NEW STATE FUNDING FY13	
TRA	IMPLEMENTATION	09	\$0	\$0	Economic Recovery	
TRA5309	IMPLEMENTATION	09	\$0	\$0	Economic Recovery	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-98-0006 CTA	CHANGE PROJECT	\$218,406	\$198,467	(\$19,939)	-9.13%	Yes	No
CTA - 132.056 REPLACE UP TO 406 RAIL CARS REPLACE UP TO 406 RAIL CARS							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$20,357	\$20,357	FTA	
	5307	IMPLEMENTATION	12	\$16,420	\$16,420	FTA	
	5307	IMPLEMENTATION	11	\$5,117	\$5,117	FTA	
	5307	IMPLEMENTATION	10	\$18,434	\$18,434	FTA	
	5309B	IMPLEMENTATION	11	\$5,659	\$5,659	FIX	
	5309B	IMPLEMENTATION	12	\$25,422	\$25,422	FIX	
	5309B	IMPLEMENTATION	09	\$58,170	\$58,170	FIX	
	5309B	IMPLEMENTATION	10	\$68,827	\$68,827	FIX	
	SB	IMPLEMENTATION	11	\$175,000	\$0	CTA BOND	
	SB	IMPLEMENTATION	10	\$150,000	\$0	CTA BOND	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$18,318	\$18,318	FTA	
	5309B	IMPLEMENTATION	09	\$40,270	\$40,270	FIX	
	SB	IMPLEMENTATION	09	\$6,000	\$0	SERVICE BOARD	
	5307	IMPLEMENTATION	10	\$18,434	\$18,434	FTA	
	5309B	IMPLEMENTATION	10	\$68,827	\$68,827	FIX	
	SB	IMPLEMENTATION	10	\$150,000	\$0	CTA BOND	
	5307	IMPLEMENTATION	11	\$5,117	\$5,117	FTA	
	5309B	IMPLEMENTATION	11	\$5,659	\$5,659	FIX	
	SB	IMPLEMENTATION	11	\$175,000	\$0	CTA BOND	
	5307	IMPLEMENTATION	12	\$16,420	\$16,420	FTA	
	5309B	IMPLEMENTATION	12	\$25,422	\$25,422	FIX	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

5309B	IMPLEMENTATION	MYB	\$579,348	\$579,348	OTHER
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-03-0011 CTA	CHANGE PROJECT	\$26,000	\$33,339	\$7,339	28.23%	Yes	No
CTA - 150.028 IMPLEMENT SECURITY PROJECTS							

Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HLS	IMPLEMENTATION	12	\$6,500	\$6,500	HOMELAND SECURITY	
	HLS	IMPLEMENTATION	11	\$6,500	\$6,500	HOMELAND SECURITY	
	HLS	IMPLEMENTATION	09	\$6,500	\$6,500	HOMELAND SECURITY	
	HLS	IMPLEMENTATION	10	\$6,500	\$6,500	HOMELAND SECURITY	
Financial Data After Revision	HLS	IMPLEMENTATION	09	\$13,839	\$13,839	HOMELAND SECURITY	
	HLS	IMPLEMENTATION	10	\$6,500	\$6,500	HOMELAND SECURITY	
	HLS	IMPLEMENTATION	11	\$6,500	\$6,500	HOMELAND SECURITY	
	HLS	IMPLEMENTATION	12	\$6,500	\$6,500	HOMELAND SECURITY	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
HLS	IMPLEMENTATION	MYB	\$6,500	\$6,500	HOMELABD SECURITY; FY13	

07-07-0014 IDOT District 1 Division of Highways	CHANGE PROJECT	\$2,268	\$5,103	\$2,835	125.00%	Yes	No
US 30 LINCOLN HWY AT IL 394 BISHOP FORD EXWY (COOK)							

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE  
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	CONSTRUCTION	10	\$2,835	\$2,268		
Financial Data After Revision	BRR	CONSTRUCTION	09	\$2,835	\$2,268	1-77461-0000	
	HRA	CONSTRUCTION	09	\$2,835	\$2,835	1-77461-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-98-0030 IDOT District 1 Division of Highways</b> IL 56 ILL 56 OVER BLACKBERRY CREEK (KANE)	CHANGE PROJECT	\$1,600	\$2,745	\$1,145	71.56%	Yes	No
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	BRR	CONSTRUCTION	10	\$2,000	\$1,600	1714910200	
<b>Financial Data After Revision</b>	BRR	CONSTRUCTION	09	\$1,525	\$1,220	1-71491-0200	
	HRA	CONSTRUCTION	09	\$1,525	\$1,525	1-71491-0200	
<hr/>							
<b>12-07-0001 IDOT District 1 Division of Highways</b> IL 7 159TH ST / 9TH ST AT IL 53 BROADWAY ST (EAST OF) (WILL)	CHANGE PROJECT	\$0	\$1,535	\$1,535	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> MISCELLANEOUS - EXEMPT PROJECTS HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	11	\$3,550	\$0	1770310002	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$35	\$35	1-77031-0102 (DRAINAGE)	
	HRA	CONSTRUCTION	09	\$1,500	\$1,500	1-77031-0002	
<hr/>							
<b>10-08-0007 IDOT District 1 Division of Highways</b> IL 176 PARK AVE FROM IL 21 (LAKE) TO ST. MARY'S RD (LAKE)	CHANGE PROJECT	\$0	\$680	\$680	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	11	\$100	\$0	1769910100	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$600	\$600	1-76991-0000	
	STP-U	CONSTRUCTION	09	\$100	\$80	1-76991-0100 (@ DES PLAINES)	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>04-06-0013 IDOT District 1 Division of Highways</b> GUNNISON ST FROM IL 43 HARLEM AVE (COOK) TO NAGLE AVE (COOK)	CHANGE PROJECT	\$0	\$1,100	\$1,100	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	12	\$800	\$0	1773190000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,100	\$1,100	1-77319-0000	
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<b>08-06-0061 IDOT District 1 Division of Highways</b> US 34 OGDEN AVE AT IL 53 LINCOLN AVE (.5 MI S I-88) (DUPAGE)	CHANGE PROJECT	\$0	\$2,450	\$2,450	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	10	\$2,450	\$0	1756940100	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,450	\$2,450	1-75694-0100	
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<b>03-06-0013 IDOT District 1 Division of Highways</b> BALLARD RD FROM US 12 RAND RD (COOK) TO GREENWOOD AVE (COOK)	CHANGE PROJECT	\$0	\$800	\$800	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	10	\$600	\$0	1767590000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$800	\$800	1-76759-0000	
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>12-06-0043 IDOT District 1 Division of Highways</b> I- 80 I-80 AT AT CENTER ST NB & SB (WILL)	CHANGE PROJECT	\$0	\$3,950	\$3,950	999.99%	Yes	Yes

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	12	\$750	\$0	1774520000	
<b>Financial Data After Revision</b>	BRR	CONSTRUCTION	11	\$2,800	\$2,240	1774530000/NB	
	BRR	CONSTRUCTION	11	\$900	\$720	1774520000/NB	
	I-M	CONSTRUCTION	11	\$750	\$675	1757500000/SB (MEADOW ST)	
	I-M	CONSTRUCTION	11	\$350	\$315	1777510000/SB TO I-80 EB	

<b>12-02-0013 IDOT District 1 Division of Highways</b> I- 55 I-55 OVER KANKAKEE RIVER (7.4 MI S OF US 6) (WILL) 7.4 MILES S OF US 6	CHANGE PROJECT	\$0	\$3,450	\$3,450	999.99%	Yes	Yes
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**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	10	\$3,000	\$0	1759690100	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$3,450	\$3,450	1-75969-0100	

<b>07-06-0029 IDOT District 1 Division of Highways</b> I- 57 I-57 FROM 175TH ST (.1 MI N) (COOK) TO WILL COUNTY LINE (COOK)	CHANGE PROJECT	\$4,640	\$11,360	\$6,720	144.83%	Yes	No
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**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	I-M	CONSTRUCTION	10	\$5,800	\$4,640	1773210000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$11,360	\$11,360	1-77321-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>12-06-0059 IDOT District 1 Division of Highways</b> IL 50 GOVERNORS HWY FROM KENNEDY RD (.4 MI S ) (WILL) TO KANKAKEE COUNTY LINE (WILL)	CHANGE PROJECT	\$0	\$800	\$800	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	11	\$600	\$0	1770310005	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$800	\$800	1-77031-0005	
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<b>10-06-0024 IDOT District 1 Division of Highways</b> IL 59 ILL 59 FROM IL 22 (LAKE) TO LAKE-COOK RD (LAKE)	CHANGE PROJECT	\$0	\$1,000	\$1,000	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	10	\$500	\$0	1770290005	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,000	\$1,000	1-77029-0005	
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<b>12-08-0012 IDOT District 1 Division of Highways</b> US 6 CHANNAHON RD/ RAILROAD ST FROM TERRY RD (WILL) TO US 52 MCDONOUGH ST (WILL)	CHANGE PROJECT	\$0	\$2,500	\$2,500	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	11	\$2,500	\$0	1770310015	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,500	\$2,500	1-77031-0015	
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<b>07-08-0046 IDOT District 1 Division of Highways</b> I- 80 I-80 FROM 80TH AVENUE (0.6 MILES E OF) (WILL) TO I- 294 TRI-STATE TOLLWAY (COOK)	CHANGE PROJECT	\$7,357	\$16,320	\$8,963	121.83%	Yes	No
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	I-M	CONSTRUCTION	09	\$8,175	\$7,357	1773220000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$16,320	\$16,320	1773220000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>12-01-0006 IDOT District 1 Division of Highways</b> IL 394 BISHOP FORD EXP OVER PLUM CREEK 9.2 MI. S. OF US 30 (WILL)	CHANGE PROJECT	\$0	\$3,000	\$3,000	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	09	\$500	\$0	1770750000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$3,000	\$3,000	1-77075-0000	
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<b>12-06-0040 IDOT District 1 Division of Highways</b> I- 55 I-55 OVER I&M CANAL (W. FRONTAGE RD) (WILL)	CHANGE PROJECT	\$0	\$500	\$500	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE BRIDGE/STRUCTURE - PAINT							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	ILL	CONSTRUCTION	10	\$450	\$0	1746770100	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$500	\$500	1-74677-0100	
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<b>07-08-0039 IDOT District 1 Division of Highways</b> KEDZIE AVE AT CAL-SAG CHANNEL (COOK)	CHANGE PROJECT		\$1,555	\$1,555	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,555	\$1,555	1-77804-0000	
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>12-02-0006 IDOT District 1 Local Roads</b> CEDAR RD OVER JACKSON CREEK (WILL)	CHANGE PROJECT	\$424	\$1,056	\$632	149.06%	Yes	Yes

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	CONSTRUCTION	11	\$440	\$352		
	BRR	ENGINEERING-II	11	\$50	\$40		
	BRR	ENGINEERING-I	11	\$40	\$32		
<b>Financial Data After Revision</b>	BRR	CONSTRUCTION	09	\$1,320	\$1,056	INCLUDES E3	

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<b>18-09-7890 Metra</b> Homeland Security Activities	CHANGE PROJECT	\$5,000	\$9,330	\$4,330	86.60%	Yes	No
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**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HLS	IMPLEMENTATION	11	\$5,000	\$5,000	P-789	
<b>Financial Data After Revision</b>	HLS	IMPLEMENTATION	11	\$9,330	\$9,330	P-789, 4389	

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<b>04-09-0006 North Central Council of Mayors</b> 26TH STREET FROM 9TH AVENUE (COOK) TO HARLEM AVENUE (COOK) DES PLAINES AVE & VARIOUS OTHER ROUTES. This project will occur in 3 stages. Stage 1 is s	CHANGE PROJECT	\$1,809	\$1,983	\$174	9.62%	No	Yes
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**Project Work Types After Revision:** BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	09	\$1,983	\$1,587	HPP 3463	
	HPP	ENGINEERING-II	09	\$139	\$111	HPP 3463	
	HPP	ENGINEERING-I	09	\$139	\$111	HPP 3463	
<b>Financial Data After Revision</b>	HPP	CONSTRUCTION	09	\$1,325	\$1,060	HPP 3463, Stage 1	
	HPP	CONSTRUCTION	10	\$1,154	\$923		

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>07-06-0016 South Council of Mayors</b> STATE ST AT FAU 2906 168TH ST (COOK/South Holland)	CHANGE PROJECT	\$1,754	\$130	(\$1,624)	-92.59%	Yes	Yes

**Project Work Types After Revision:** SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	09	\$500	\$0	INCLUDES E3	
	STP-L	CONSTRUCTION	09	\$2,505	\$1,754	INCLUDES E3	
Financial Data After Revision	ILL	CONSTRUCTION	09	\$500	\$0	INCLUDES E3	
	STP-L	ROW ACQUISITION	09	\$185	\$130	ADD TO PROJECT	

<b>06-09-0038 Southwest Council of Mayors</b>	CHANGE PROJECT	\$146	\$449	\$303	207.53%	Yes	No
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Various Locations FROM (COOK/Worth) TO Cal Sag Bridge (COOK/Worth) Harlem Avenue/116th Street-Cal Sag Bridge Sidewalks, Ridgeland Avenue/Home Avenue-C

**Project Work Types After Revision:** PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$146	\$146		
Financial Data After Revision	LRA	CONSTRUCTION	10	\$449	\$449		

<b>03-09-0057 Northwest Council of Mayors</b>	NEW PROJECT	\$1,309	\$1,309	999.99%	Yes	Yes
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Kensington Rd FROM Forest Ave (COOK/Mount Prospect) TO IL 83 (COOK/Mount Prospect)

**Project Work Types After Revision:** HIGHWAY/ROAD - RECONSTRUCT IN KIND  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	11	\$1,870	\$1,309
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Project:	Action			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-09-0058 IDOT District 1 Local Roads</b> Deerpath Road over Mill Creek Main to Limestone	NEW PROJECT				\$889	\$889	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	BRR	ENGINEERING-I	09	\$111	\$89				
	BRR	ENGINEERING-II	10	\$80	\$64				
	BRR	CONSTRUCTION	11	\$920	\$736	Includes E3			
<hr/>									
<b>10-09-0110 IDOT District 1 Division of Highways</b> IL 176 60 LIBERTY ST FROM 1)ILL 176; 0.1 MI W OF THORNGATE RD TO ILL 60/83 (LAKE/Mundelein) TO 2)ILL 60/83; ILL 176 TO MIDLOTHIAN RD (LAKE/Mundelein)	NEW PROJECT				\$1,200	\$1,200	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,200	\$1,200	1-77755-0000			
<hr/>									
<b>01-09-0032 IDOT District 1 Division of Highways</b> I- 55 I-55 FROM I- 94 DAN RYAN EXPY (COOK/City of Chicago) TO US 41 LAKE SHORE DR (COOK)	NEW PROJECT					\$0	0.00%	No	No
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	ILL	CONSTRUCTION	11	\$54,500		1708480100			
<hr/>									
<b>03-09-0050 IDOT District 1 Division of Highways</b> I- 290 53 I-290/ILL 53 FROM US 12 RAND RD (COOK/Arlington Heights) TO IL 72 HIGGINS RD (COOK/Schaumburg)	NEW PROJECT				\$19,200	\$19,200	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	STP-U	CONSTRUCTION	12	\$24,000	\$19,200	1782030000			

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>03-09-0058 Northwest Council of Mayors</b>	NEW PROJECT			\$154	\$154	999.99%	Yes	Yes
US 14 Northwest Highway FROM IL 53 (COOK/Palatine) TO New Wilke Rd (COOK/Palatine)								
<b>Project Work Types After Revision:</b> SAFETY - LIGHTING								
<b>Financial Data Before Revision</b>								
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	11	\$220	\$154			
<hr/>								
<b>10-09-0111 IDOT District 1 Division of Highways</b>	NEW PROJECT			\$486	\$486	999.99%	Yes	Yes
US 12 59 US 12/ILL 59 AT FOX LAKE RD (LAKE/Fox Lake)								
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)								
<b>Financial Data Before Revision</b>								
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	12	\$540	\$486	1782970000		
<hr/>								
<b>11-09-0038 IDOT District 1 Division of Highways</b>	NEW PROJECT			\$4,050	\$4,050	999.99%	Yes	Yes
US 20 GRANT HIGHWAY FROM WEST UNION RD (MCHENRY) TO IL 47 ILL 47 (KANE)								
<b>Project Work Types After Revision:</b> SAFETY - SHOULDER IMPROVEMENTS SAFETY - GUARDRAILS SAFETY - BEACONS SIGNALS - MODERNIZATION								
<b>Financial Data Before Revision</b>								
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	10	\$4,500	\$4,050	1782920000		
<hr/>								

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>11-09-0039 IDOT District 1 Division of Highways</b> IL 62 ALGONQUIN RD FROM IL 25 ILL 25 (KANE/Barrington Hills) TO IL 68 DUNDEE RD (KANE/Barrington Hills)	NEW PROJECT			\$1,386	\$1,386	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> SAFETY - PAVEMENT MARKING SAFETY - BEACONS SIGNALS - MODERNIZATION								
<b>Financial Data Before Revision</b>								
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	10	\$1,540	\$1,386	1782980000		
<hr/>								
<b>11-09-0040 IDOT District 1 Division of Highways</b> IL 173 ILL 173 FROM HARVARD HILLS RD (MCHENRY/Harvard) TO PRICE RD (MCHENRY/Harvard)	NEW PROJECT			\$3,028	\$3,028	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - DIRECTIONAL/INFORMATIONAL SIGNS SAFETY - SKID TREATMENTS SAFETY - SHOULDER IMPROVEMENTS SAFETY - GUARDRAILS								
<b>Financial Data Before Revision</b>								
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	11	\$3,365	\$3,028	1782930000		
<hr/>								
<b>11-09-0041 IDOT District 1 Division of Highways</b> IL 173 MAPLE AVE FROM PRICE RD (MCHENRY/Hebron) TO LAKE CTY LINE (MCHENRY/Hebron)	NEW PROJECT			\$617	\$617	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> SAFETY - GUARDRAILS								
<b>Financial Data Before Revision</b>								
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	11	\$685	\$617	1783130000		
<hr/>								



				Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>Project:</b>				<b>Action</b>					
<b>11-09-0042 IDOT District 1 Division of Highways</b>				NEW PROJECT		\$257			
US 12 US 12 AT WILMOT RD/JOHNSBURG RD (MCHENRY)						\$257	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b>				MISCELLANEOUS - EXEMPT PROJECTS SIGNALS - MODERNIZATION					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HSIP	CONSTRUCTION	10	\$285	\$257	1783140000
<b>12-09-0076 IDOT District 1 Division of Highways</b>				NEW PROJECT		\$864			
VARIOUS AT VARIOUS LOCATIONS (137 IN SOUTHERN WILL CTY) (WILL) 137 LOCATIONS ALONG ILL 102; ILL 113; WEST RIVER RD; I-55 FRONTAGE RDS.						\$864	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b>				SAFETY - GUARDRAILS					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				HSIP	CONSTRUCTION	10	\$960	\$864	1783070000
<b>12-08-0028 IDOT District 3 Division of Highways</b>				NEW PROJECT		\$3,870			
CH 16 MINOOKA RD AT I- 80 (GRUNDY) OVERHEAD STRUCTURE 032-0046						\$3,870	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b>				BRIDGE/STRUCTURE - REPLACE					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				ILL	ENGINEERING-I	09	\$600	\$0	
				STP-S	CONSTRUCTION	11	\$4,300	\$3,870	
<b>12-09-0077 IDOT District 1 Division of Highways</b>				NEW PROJECT		\$0			
I- 57 I-57 FROM KANKAKEE CTY LINE (COOK) TO COOK CTY LINE (COOK) SEALCOAT						\$0	0.00%	No	No
<b>Project Work Types After Revision:</b>				MISCELLANEOUS - EXEMPT PROJECTS					
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>				ILL	CONSTRUCTION	09	\$800		1783150000

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-09-2400 Metra Metra - Create ROW Acquisition	NEW PROJECT		\$0	\$0	0.00%	No	No

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILLT	IMPLEMENTATION	09	\$500	\$0
	ILLT	IMPLEMENTATION	10	\$10,000	\$0
	ILLT	IMPLEMENTATION	11	\$5,000	\$0
	ILLT	IMPLEMENTATION	12	\$5,000	\$0

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18-08-3403 Metra ELECTRICAL AND COMMUNICATIONS SYSTEMS REGIONWIDE	NEW PROJECT		\$21,440	\$21,440	999.99%	Yes	Yes
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**Project Work Types After Revision:** CPS - POWER  
CPS - COMMUNICATIONS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$700	\$560	
	5309B	IMPLEMENTATION	09	\$1,000	\$800	3403
	5307	IMPLEMENTATION	10	\$11,700	\$9,360	
	ILLT	IMPLEMENTATION	10	\$5,600	\$0	4254
	5307	IMPLEMENTATION	11	\$9,650	\$7,720	
	ILLT	IMPLEMENTATION	11	\$900	\$0	4254
	5307	IMPLEMENTATION	12	\$1,250	\$1,000	
	5309B	IMPLEMENTATION	12	\$2,500	\$2,000	
	ILLT	IMPLEMENTATION	12	\$750	\$0	4254

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

ILLT	IMPLEMENTATION	MYB	\$12,750	\$0	4254
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-09-1410 Metra</b> Purchase Bi-Level Cars	NEW PROJECT		\$0	\$0	0.00%	No	No

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILLT	IMPLEMENTATION	10	\$30,000	\$0
	ILLT	IMPLEMENTATION	11	\$15,000	\$0
	ILLT	IMPLEMENTATION	12	\$15,000	\$0

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>					
ILLT	IMPLEMENTATION	MYB	\$40,000	\$0	

<b>18-09-1040 Metra</b> Purchase Up to 10 Diesel Locomotives	NEW PROJECT		\$0	\$0	0.00%	No	No
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**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	ILLT	IMPLEMENTATION	10	\$40,000	\$0
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<b>18-06-9112 Metra</b> Metra - Rehab Regionwide	NEW PROJECT		\$71,000	\$71,000	999.99%	Yes	Yes
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**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	TRA	IMPLEMENTATION	09	\$71,000	\$71,000	AM-112, P-112, 4311 - ARRA
	ILLT	IMPLEMENTATION	11	\$59,000	\$0	4001, am-112

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>					
ILLT	IMPLEMENTATION	MYB	\$100,000	\$0	4001, am-112

Project:	Action			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>02-07-0003 North Shore Council of Mayors</b>	NEW PROJECT				\$720	\$720	999.99%	Yes	Yes
CENTRAL ROAD FROM HUBER LANE (COOK) TO Harlem Avenue (COOK) Excludes Shermer Road Intersection									
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	LRA	CONSTRUCTION	09	\$720	\$720				
<hr/>									
<b>02-09-0007 North Shore Council of Mayors</b>	NEW PROJECT				\$213	\$213	999.99%	Yes	Yes
WINNETKA ROAD AT (MIDDLE FORK) NO BRANCH CHICAGO RIV (COOK)									
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTN, OR LANE									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	LRA	CONSTRUCTION	10	\$420	\$213				
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<b>12-04-0013 Will County Council of Mayors</b>	NEW PROJECT				\$1,516	\$1,516	999.99%	Yes	Yes
CENTER ROAD FROM SAUK TRAIL (WILL) TO LARAWAY RD (WILL)									
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	10	\$2,500	\$1,516				
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Project:	Action			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>04-00-0014 North Central Council of Mayors</b>	NEW PROJECT				\$1,249	\$1,249	999.99%	Yes	Yes
FAU 3533 FRANKLIN AVE FROM FAU 0362 County Line Road (COOK) TO Ruby Street (COOK)									
<b>Project Work Types After Revision:</b> SAFETY - PAVEMENT MARKING HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING) HIGHWAY/ROAD - CURB AND GUTTER									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>									
	STP-L	CONSTRUCTION	10	\$11,600	\$1,185				
	STP-L	ENGINEERING-II	10	\$91	\$64				
<hr/>									
<b>01-09-0029 IDOT District 1 Division of Highways</b>	NEW PROJECT				\$8,775	\$8,775	999.99%	Yes	Yes
I- 94 90 I-94/90 AT 63RD ST (COOK/City of Chicago)									
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - REPLACE									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>									
	BRR	CONSTRUCTION	11	\$9,750	\$8,775	1702060000			
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<b>05-09-0011 IDOT District 1 Division of Highways</b>	NEW PROJECT				\$2,950	\$2,950	999.99%	Yes	Yes
31ST ST FROM WOLF RD (COOK/Brookfield) TO IL 171 1ST AVE (COOK/LaGrange Park)									
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>									
	HRA	CONSTRUCTION	09	\$2,950	\$2,950	1771490500			
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-09-0041 Kane/Kendall Council of Mayors</b>	NEW PROJECT		\$200	\$200	999.99%	Yes	Yes
Elburn Forest Preserve Develop four miles of equestrian/hiking trail, with interpretive and wayfinding signs, a 20-car parking lot, a picnic shelter a							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	RECTP	CONSTRUCTION	11	\$250	\$200
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<b>06-09-0035 Southwest Council of Mayors</b>	NEW PROJECT		\$500	\$500	999.99%	Yes	Yes
Roberts Rd. 103rd St. 107th St. 111th St. FROM 97th St, 88th Ave & 86th Ave. (COOK) TO 111th St Harlem Ave. Roberts Rd. & Southwest Hwy. (COOK)							

**Project Work Types After Revision:** ENHANCEMENT - LANDSCAPING  
ADA - FACILITY IMPROVEMENTS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	LRA	CONSTRUCTION	09	\$300	\$300
	LRA	CONSTRUCTION	09	\$200	\$200

<b>01-09-0033 IDOT District 1 Division of Highways</b>	NEW PROJECT		\$1,890	\$1,890	999.99%	Yes	Yes
I- 57 I-57 (INT - 4TH) FROM IL 1 HALSTED ST (COOK/City of Chicago) TO I- 94 90 DAN RYAN EXPY (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	I-M	CONSTRUCTION	12	\$2,100	\$1,890	1773240000
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<b>01-09-0028 IDOT District 1 Division of Highways</b>	NEW PROJECT		\$811	\$811	999.99%	Yes	Yes
US 12 20 US 12/20 FROM COMMERCIAL AVE (COOK/City of Chicago) TO US 41 EWING AVE (COOK/City of Chicago)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	NHS	CONSTRUCTION	11	\$1,353	\$811	17007400000
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>03-09-0052 Northwest Council of Mayors</b> IL 62 Algonquin Rd FROM IL 53 (COOK/Rolling Meadows) TO Arlington Heights Rd (COOK/Arlington Heights) Includes new lighting on Golf Rd (Arlington Heig	NEW PROJECT		\$2,500	\$2,500	999.99%	Yes	Yes

**Project Work Types After Revision:** SAFETY - LIGHTING

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	10	\$3,125	\$2,500
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<b>03-09-0053 Northwest Council of Mayors</b> Biesterfield Rd AT I- 290 (COOK/Elk Grove Village)	NEW PROJECT		\$700	\$700	999.99%	Yes	Yes
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**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	10	\$1,000	\$700
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<b>03-09-0054 Northwest Council of Mayors</b> Palatine Rd FROM Huntington Rd (COOK/Hoffman Estates) TO Thornbark Dr (COOK/Hoffman Estates)	NEW PROJECT		\$1,320	\$1,320	999.99%	Yes	Yes
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**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)  
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	10	\$1,892	\$1,320
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<b>03-09-0055 Northwest Council of Mayors</b> Busse Rd AT Greenleaf Ave (COOK/Elk Grove Village)	NEW PROJECT		\$1,050	\$1,050	999.99%	Yes	Yes
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**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	11	\$1,500	\$1,050
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Project:	Action			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>11-06-0025 IDOT District 1 Division of Highways</b>	NEW PROJECT				\$1,077	\$1,077	999.99%	Yes	Yes
THOMPSON RD AT NIPPERSINK CRK (.1 MI N WONDERMERE) (MCHENRY) SN 06-00005-00-BR									
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - REPLACE									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	BRR	ROW ACQUISITION	09	\$19	\$16				
	BRR	ENGINEERING-II	09	\$138	\$110				
	BRR	CONSTRUCTION	11	\$1,188	\$951	Includes E3			
	ILL	ENGINEERING	11	\$95	\$0	1002000000			
	ILL	CONSTRUCTION	11	\$854	\$0	1002000001			
<hr/>									
<b>05-09-0010 IDOT District 1 Division of Highways</b>	NEW PROJECT				\$2,500	\$2,500	999.99%	Yes	Yes
47TH ST FROM DUPAGE CTY LINE (COOK/Hinsdale) TO EAST AVE/ EBERLY AVE (COOK/Western Springs)									
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,500	\$2,500	1-76796-0100			
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<b>08-09-0067 IDOT District 1 Division of Highways</b>	NEW PROJECT				\$6,300	\$6,300	999.99%	Yes	Yes
IL 59 ILL 59 FROM IL 64 ILL 64 (DUPAGE/Warrenville) TO BATAVIA RD (DUPAGE/West Chicago)									
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$6,300	\$6,300	1-76817-0000			
<hr/>									



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>10-09-0113 Lake County Department of Transportation</b>	NEW PROJECT		\$0	\$0	0.00%	No	No
CH V73 Along the West Side of Midlothian Road FROM CH A33 Peterson Road (LAKE/Mundelein) TO IL 176 Maple Avenue (LAKE/Mundelein)							

**Project Work Types After Revision:** BICYCLE FACILITY

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	MFT-ALL CONSTRUCTION	10	\$1,688	\$0
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<b>17-09-0205 Pace</b>	NEW PROJECT		\$1,688	\$1,688	999.99%	Yes	Yes
Regionwide							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HLS	IMPLEMENTATION	09	\$1,688	\$1,688
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<b>08-09-0066 IDOT District 1 Division of Highways</b>	NEW PROJECT		\$2,150	\$2,150	999.99%	Yes	Yes
US 34 OGDEN AVE FROM BEAUMONT DR (DUPAGE/Naperville) TO RAYMOND DR (DUPAGE/Naperville)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$2,150	\$2,150	1-77544-0000
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<b>04-09-0028 IDOT District 1 Division of Highways</b>	NEW PROJECT		\$1,031	\$1,031	999.99%	Yes	Yes
IL 19 IRVING PARK RD FROM JUDD AVE (COOK/City of Chicago) TO IL 171 CUMBERLAND AVE (COOK/Schiller Park)							

**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	09	\$1,145	\$1,031	1783040000
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Project:	Action			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>03-09-0049 IDOT District 1 Division of Highways</b> LAKE-COOK/MAIN ST AT KANE/MCHENRY/COOK CTY LINE (COOK/Barrington Hills)	NEW PROJECT				\$1,500	\$1,500	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,500	\$1,500	1-78193-0000			
<hr/>									
<b>05-09-0012 IDOT District 1 Division of Highways</b> IL 43 HARLEM AVE FROM US 34 OGDEN AVE (COOK/Lyons) TO JOLIET RD/ 41ST ST (COOK/Lyons)	NEW PROJECT				\$756	\$756	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> SIGNALS - MODERNIZATION									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	10	\$840	\$756	1783050000			
<hr/>									
<b>05-09-0013 IDOT District 1 Division of Highways</b> IL 43 ILL 43 FROM 39TH ST/ PERSHING RD (COOK/Stickney) TO 40TH PLACE (COOK/Stickney)	NEW PROJECT				\$230	\$230	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALIGNMENT (E.G. CLEARANCE)									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	12	\$255	\$230	1783080000			
<hr/>									
<b>05-09-0014 IDOT District 1 Division of Highways</b> IL 43 ILL 43 AT 46TH/ 47TH ST (COOK/Lyons)	NEW PROJECT				\$900	\$900	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> SIGNALS - MODERNIZATION HIGHWAY/ROAD - INTERSECTION IMPROVEMENT									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	12	\$1,000	\$900	1783090000			
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>06-09-0048 IDOT District 1 Division of Highways</b> IL 83 ILL 83 AT AT CAL-SAG RD/ 127TH ST (COOK/Alsip)	NEW PROJECT		\$360	\$360	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> SIGNALS - MODERNIZATION HIGHWAY/ROAD - INTERSECTION IMPROVEMENT							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	HSIP CONSTRUCTION	10	\$400	\$360	1783000000		
<b>07-09-0065 IDOT District 1 Division of Highways</b> ASHLAND AVE FROM BROADWAY ST (COOK/Dixmoor) TO THORNTON RD (COOK/Riverdale)	NEW PROJECT		\$999	\$999	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> MISCELLANEOUS - EXEMPT PROJECTS SAFETY - GUARDRAILS SIGNALS - MODERNIZATION							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	HSIP CONSTRUCTION	12	\$1,110	\$999	1782990000		
<b>08-09-0065 IDOT District 1 Division of Highways</b> I- 290 I-290 AT IL 83 ILL 83 (DUPAGE/Addison)	NEW PROJECT			\$0	0.00%	No	No
<b>Project Work Types After Revision:</b> BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	ILL CONSTRUCTION	09	\$100		1783160000		
<b>02-09-0022 IDOT District 1 Division of Highways</b> TOUHY AVE FROM ILL 50 (CICERO AVE) TO US 41 (LINCOLN AVE) (COOK/Lincolnwood) TO LAWNSDALE AVE TO KIMBALL AVE (COOK/Skokie)	NEW PROJECT		\$800	\$800	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>							
<b>Financial Data After Revision</b>	HRA CONSTRUCTION	09	\$800	\$800	1-70109-0000		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>01-09-0034 IDOT District 1 Division of Highways</b> I- 55 I-55 (INT - 1ST) FROM E OF WILLOW SPRINGS RD (COOK/City of Chicago) TO KEDZIE AVE (COOK/Summit)	NEW PROJECT		\$18,900	\$18,900	999.99%	Yes	Yes

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	I-M	CONSTRUCTION	11	\$21,000	\$18,900	1776290000
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<b>01-09-0027 IDOT District 1 Division of Highways</b> STATE ST AT 60TH ST (COOK/City of Chicago)	NEW PROJECT		\$1,900	\$1,900	999.99%	Yes	Yes
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**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,900	\$1,900	1749390000
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<b>12-09-0078 IDOT District 1 Division of Highways</b> IL 7 LARKIN AVE FROM HILLCREST SHOPPING CENTER TO JEFFERSON ST (WILL/Joliet) TO US 52 (JEFFERSON ST) TO MCDONOUGH (WILL/Rockdale)	NEW PROJECT		\$2,180	\$2,180	999.99%	Yes	Yes
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**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$500	\$500	1-78015-0000
	HRA	CONSTRUCTION	09	\$1,680	\$1,680	1-78014-0000

<b>10-09-0112 IDOT District 1 Division of Highways</b> IL 176 ILL 176 FROM MIDLOTHIAN RD (LAKE/Libertyville) TO IL 21 ILL 21 (LAKE/Mundelein)	NEW PROJECT		\$1,450	\$1,450	999.99%	Yes	Yes
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**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,450	\$1,450	1769890000
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Project:	Action			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>06-09-0049 IDOT District 1 Division of Highways</b> US 6 US 6 FROM US 6 WOLF RD (COOK/Orland Park) TO WILL CTY LINE (COOK)	NEW PROJECT				\$444	\$444	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	STP-U	CONSTRUCTION	12	\$555	\$444	1773560000			
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<b>12-09-0073 IDOT District 1 Division of Highways</b> US 52 MANHATTAN RD AT LARAWAY RD (WILL)	NEW PROJECT				\$270	\$270	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	10	\$300	\$270	1783120000			
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<b>12-09-0074 IDOT District 1 Division of Highways</b> VARIOUS AT VARIOUS LOCATIONS (67 IN EASTERN WILL CTY) (WILL)	NEW PROJECT				\$423	\$423	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> SAFETY - GUARDRAILS									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	10	\$470	\$423	1783020000			
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<b>12-09-0075 IDOT District 1 Division of Highways</b> VARIOUS AT VARIOUS LOCATIONS (63 IN NORTHERN WILL CTY) (WILL)	NEW PROJECT				\$396	\$396	999.99%	Yes	Yes
<b>Project Work Types After Revision:</b> SAFETY - GUARDRAILS									
<b>Financial Data Before Revision</b>									
<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	10	\$440	\$396	1783030000			
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-09-0042 IDOT District 1 Division of Highways</b> IL 25 ILL 25 AT ILLINOIS AVE (KANE/Aurora)	NEW PROJECT		\$315	\$315	999.99%	Yes	Yes

**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	11	\$350	\$315	1783100000
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<b>09-09-0043 IDOT District 1 Division of Highways</b> VARIOUS AT VARIOUS INTERSECTIONS IN KANE CTY (7 LOCATIONS) (KANE) 7 LOCATIONS; ILL 25@I-90; ILL 25@ ILL 58; ILL 31 @ KIMBALL; ILL 31@ NATIONAL;ILL 31@	NEW PROJECT		\$1,053	\$1,053	999.99%	Yes	Yes
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**Project Work Types After Revision:** SIGNALS - MODERNIZATION

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	10	\$1,170	\$1,053	1783060000
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<b>10-09-0109 IDOT District 1 Division of Highways</b> IL 120 ILL 120 FROM RIVER RD (LAKE/Gurnee) TO ALMOND RD (LAKE/Gurnee)	NEW PROJECT		\$810	\$810	999.99%	Yes	Yes
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**Project Work Types After Revision:** HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	HSIP	CONSTRUCTION	11	\$900	\$810	1782940000
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<b>03-09-0056 Northwest Council of Mayors</b> Busse Rd AT Pratt Blvd (COOK/Elk Grove Village)	NEW PROJECT		\$1,050	\$1,050	999.99%	Yes	Yes
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**Project Work Types After Revision:** HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

**Financial Data Before Revision**

<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	11	\$1,500	\$1,050
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>04-99-0102 North Central Council of Mayors</b>	DELETE PROJECT	\$829		(\$829)	-100.00%	Yes	Yes
FRANKLIN AVE FROM US 45 MANNHEIM RD (COOK/FRANKLIN PARK) TO UP RAILROAD (COOK/FRANKLIN PARK)							

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	ENGINEERING-II	10	\$42	\$29		
	STP-L	CONSTRUCTION	12	\$1,100	\$800		

**Financial Data After Revision**

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<b>13-05-0003 CMAP</b>	DELETE PROJECT	\$350		(\$350)	-100.00%	Yes	Yes
RIDESHARE/CARPOOL LOTS AT (REGIONWIDE) 6 LOTS AT I-290 & US-20, I-90 & IL25, IL53 & LAKE-COOK RD, IL47 & IL176, I-90 & RANDALL RD, IL38 & I-355							

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-I	09	\$438	\$350		

**Financial Data After Revision**

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<b>10-06-0006 CMAP</b>	DELETE PROJECT	\$1,100		(\$1,100)	-100.00%	Yes	Yes
LAKESIDE DR FROM FOSS PARK AVE (LAKE/NORTH CHICAGO) TO 18TH ST (LAKE/NORTH CHICAGO) IMPROVEMENTS TO LAKESIDE AVE TO PROVIDE IMPROVED PACE BUS ACCESS T							

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$1,376	\$1,100	ENG1/ENG2/ROW/CONST	

**Financial Data After Revision**

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-09-0041 DuPage Council of Mayors</b> FAU 2612 Lemont Rd. FROM 83rd St. (DUPAGE) TO 97th St. (DUPAGE)	DELETE PROJECT	\$1,516		(\$1,516)	-100.00%	Yes	Yes

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$1,516	\$1,516		

**Financial Data After Revision**

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<b>08-09-0043 DuPage Council of Mayors</b> FAU 2561 856 Gary Ave. & Naperville Rd. FROM Jewell & Lucent Dr. (DUPAGE) TO St. Charles Rd. & IL 56 (DUPAGE)	DELETE PROJECT	\$1,152		(\$1,152)	-100.00%	Yes	Yes
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**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$1,152	\$1,152		

**Financial Data After Revision**

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<b>06-09-0033 Southwest Council of Mayors</b> FAU McCarthy Road FROM FAU McCarthy Road & Oak Ridge Drive (COOK/Palos Heights) TO 127th Street & 76th Ave. (COOK/Palos Heights)	DELETE PROJECT	\$41		(\$41)	-100.00%	Yes	Yes
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**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$41	\$41		

**Financial Data After Revision**

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<b>06-09-0037 Southwest Council of Mayors</b> 121st St FROM IL 7 Southwest Highway (COOK/Palos Park) TO 80th Ave (COOK/Palos Park)	DELETE PROJECT	\$76		(\$76)	-100.00%	Yes	Yes
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**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$83	\$76		

**Financial Data After Revision**



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>06-09-0039 Southwest Council of Mayors</b> S. Ridgeland Ave FROM W. Home Ave (COOK/Worth) TO IL 83 Cal Sag Bridge (COOK/Worth)	DELETE PROJECT	\$87		(\$87)	-100.00%	Yes	Yes

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$87	\$87		

**Financial Data After Revision**

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<b>06-09-0040 Southwest Council of Mayors</b> W. 107th St FROM IL 43 Harlem Ave (COOK/Worth) TO Oak Park Ave (COOK/Worth)	DELETE PROJECT	\$216		(\$216)	-100.00%	Yes	Yes
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**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$216	\$216		

**Financial Data After Revision**

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<b>02-04-0001 CMAP</b> LAKE COOK TRAVEL DEMONSTRATION	DELETE PROJECT	\$540		(\$540)	-100.00%	Yes	Yes
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**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$675	\$540	ENG-2/CONST/IMP	

**Financial Data After Revision**

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<b>02-09-0001 IDOT District 1 Division of Highways</b> TOUHY AVENUE AT I- 94 EDENS EXPY (COOK/LINCOLNWOOD)	DELETE PROJECT	\$2,280		(\$2,280)	-100.00%	Yes	Yes
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**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	NHS	CONSTRUCTION	12	\$2,850	\$2,280	1778010000	

**Financial Data After Revision**

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
13-99-0005 CMAP REGIONWIDE	DELETE PROJECT	\$140		(\$140)	-100.00%	Yes	Yes

**Project Work Types After Revision:**

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$175	\$140	FY 02 COST INCREASE	

**Financial Data After Revision**

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<b>Totals for 107 Projects</b>				<b>\$447,494</b>	<b>\$693,033</b>	<b>\$245,539</b>	<b>54.9%</b>
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# Non-Exempt Projects with Modifications

## Transportation Committee Meeting of June 12, 2009

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-07-0021 Grundy County Highway Department RIDGE ROAD AT (1/4 MI. SOUTH OF) RIDGE RD (GRUNDY) EXISTING RAIL STRUCTURE	CHANGE PROJECT	\$150	\$150	\$0	0.00%	No	No

**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES  
BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	GEN-OP	CONSTRUCTION	12	\$1	\$0		
	HPP	ENGINEERING-I	09	\$300	\$150		
Financial Data After Revision	HPP	ENGINEERING-I	09	\$300	\$150		
	GEN-OP	ENGINEERING-II	10	\$300	\$0	FY09	
	GEN-OP	CONSTRUCTION	12	\$1	\$0		

### These Line Items are Illustrative Only -- They Are NOT Part of the TIP

HPP	ROW ACQUISITION	MYB	\$100	\$50	
HPP	CONSTRUCTION	MYB	\$4,500	\$4,500	

11-09-0007 CMAP	CHANGE PROJECT	\$344	\$344	\$0	0.00%	No	No
IL 31 RICHMOND RD FROM JOHNSBURG RD (MCHENRY) TO BLAKE RD (MCHENRY)							

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$430	\$344	1-78086-0000	
Financial Data After Revision	CMAQ	CONSTRUCTION	09	\$100	\$80	1-78086-0000	
	CMAQ	CONSTRUCTION	09	\$330	\$264	AWARDED 1-78086-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-08-0004 CMAP</b>	CHANGE PROJECT	\$335	\$335	\$0	0.00%	No	No
CHICAGO/ MAPLE RD FROM CHARLES ST (DUPAGE) TO PATTON DR (DUPAGE) OTHER SEGMENT: COLLEGE ROAD FROM MAPLE AVE TO ABBYWOOD DR (DUPAGE/LISLE)							

**Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$1,080	\$335	Includes E3	
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$1,080	\$335	AWARDED Includes E3	

<b>08-06-0085 IDOT Division of Public &amp; Intermodal Transport</b>	CHANGE PROJECT	\$1,600	\$1,600	\$0	0.00%	No	No
IL 38 ROOSEVELT RD AT UP GENEVA SUBDIVISION (DUPAGE) RTP PROJECT							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-II	09	\$2,000	\$1,600		
<b>Financial Data After Revision</b>	CMAQ	ENGINEERING-II	09	\$631	\$505		
	CMAQ	ENGINEERING-II	09	\$1,369	\$1,095	AWARDED	

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>						
TBD	IMPLEMENTATION	MYB	\$33,600	\$0	GS-25	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-96-0018 Kane County Division of Transportatin	CHANGE PROJECT	\$81,406	\$81,405	(\$1)	0.00%	No	No
STEARNS ROAD BRIDGE CORRIDOR FROM RANDALL RD (KANE) TO EAST OF DUNHAM RD (KANE) AND OVER FOX RIVER							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - NEW  
HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$2,779	\$2,223	CONTRACT 3 / INTERSECTION I	
	DEM	CONSTRUCTION	09	\$552	\$442	CONTRACT 2	
	DEM	CONSTRUCTION	09	\$5,625	\$4,500	CONTRACT 4	
	EQB	CONSTRUCTION	09	\$10,115	\$8,092	CONTRACT 4	
	GEN-OP	CONSTRUCTION	09	\$365	\$0	CONSTRUCTION CORRIDOR M	
	GEN-OP	ROW ACQUISITION	09	\$250	\$0		
	GEN-OP	ROW ACQUISITION	12	\$7,000	\$0	CONTRACT 5A	
	GEN-OP	CONSTRUCTION	09	\$1,930	\$0	CONTRACT 5 / INCLUDES E3	
	GEN-OP	CONSTRUCTION	09	\$2,621	\$0	CONTRACT 3 / INCLUDES E3	
	GEN-OP	CONSTRUCTION	09	\$1,095	\$0	CONTRACT 2 / INCLUDES E3	
	GEN-OP	CONSTRUCTION	09	\$3,879	\$0	CONTRACT 4 / INCLUDES E3	
	GEN-OP	CONSTRUCTION	10	\$4,190	\$0	CONTRACT 5B - LANDSCAPING	
	GEN-OP	CONSTRUCTION	12	\$550	\$0	CONTACT 5A - MCLEAN FEN	
	HPP	CONSTRUCTION	09	\$19,720	\$15,776	CONTRACT 4 / INCLUDES E3	
	HPP	CONSTRUCTION	09	\$9,299	\$7,439	CONTRACT 2 / INCLUDES E3	
	HPP	CONSTRUCTION	09	\$19,297	\$15,437	CONTRACT 5 / INCLUDES E3	
	HPP	CONSTRUCTION	09	\$23,125	\$18,500	CONTRACT 3 / INCLUDES E3	
	HPP	ROW ACQUISITION	09	\$2,500	\$2,000		
	HPP	CONSTRUCTION	09	\$3,654	\$2,924	CONSTRUCTION CORRIDOR M	
	HPP	CONSTRUCTION	10	\$289	\$231	CONTRACT 5B - LANDSCAPING	
	ILL	CONSTRUCTION	10	\$29	\$0	CONTRACT 5B - LANDSCAPING	
	ILL	CONSTRUCTION	09	\$1,930	\$0	CONTRACT 5 / INCLUDES E3	
	ILL	CONSTRUCTION	09	\$7,621	\$0	CONTRACT 3 / INCLUDES E3	
	ILL	CONSTRUCTION	09	\$3,879	\$0	CONTRACT 4 / INCLUDES E3	
	ILL	CONSTRUCTION	09	\$6,095	\$0	CONTRACT 2 / INCLUDES E3	
	ILL	ROW ACQUISITION	09	\$14,575	\$0		
	ILL	CONSTRUCTION	09	\$365	\$0	CONSTRUCTION CORRIDOR M	
	LRA	CONSTRUCTION	09	\$1,100	\$1,100	CONTRACT 3	
	STP-E	CONSTRUCTION	09	\$303	\$242	CONTRACT 3 / ITEP #102182	
	STP-L	CONSTRUCTION	09	\$3,167	\$2,500	CONTRACT 4	

Project:	Action			Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
Financial Data After Revision	CMAQ	CONSTRUCTION	09	\$2,779	\$2,223	CONTRACT 3 / INTERSECTION I			
	DEM	CONSTRUCTION	09	\$5,625	\$4,500	CONTRACT 4			
	DEM	CONSTRUCTION	09	\$552	\$442	CONTRACT 2			
	EQB	CONSTRUCTION	09	\$10,115	\$8,092	CONTRACT 4			
	GEN-OP	CONSTRUCTION	09	\$3,104	\$0	CONTRACT 4 / INCLUDES E3			
	GEN-OP	CONSTRUCTION	09	\$1,095	\$0	CONTRACT 2 / INCLUDES E3			
	GEN-OP	CONSTRUCTION	09	\$2,621	\$0	CONTRACT 3 / INCLUDES E3			
	GEN-OP	CONSTRUCTION	09	\$1,930	\$0	CONTRACT 5 / INCLUDES E3			
	GEN-OP	ROW ACQUISITION	09	\$250	\$0	AMENDMENT #5			
	GEN-OP	CONSTRUCTION	09	\$365	\$0	CONSTRUCTION CORRIDOR M			
	HPP	CONSTRUCTION	09	\$19,297	\$15,437	CONTRACT 5 / INCLUDES E3			
	HPP	CONSTRUCTION	09	\$9,940	\$7,952	CONTRACT 4 / INCLUDES E3			
	HPP	ROW ACQUISITION	09	\$2,500	\$2,000	AMENDMENT #5			
	HPP	CONSTRUCTION	09	\$23,125	\$18,500	CONTRACT 3 / INCLUDES E3			
	HPP	CONSTRUCTION	09	\$9,299	\$7,439	CONTRACT 2 / INCLUDES E3			
	HPP	CONSTRUCTION	09	\$3,654	\$2,924	CONSTRUCTION CORRIDOR M			
	ILL	CONSTRUCTION	09	\$3,104	\$0	CONTRACT 4 / INCLUDES E3			
	ILL	CONSTRUCTION	09	\$6,095	\$0	CONTRACT 2 / INCLUDES E3			
	ILL	ROW ACQUISITION	09	\$14,575	\$0	AMENDMENT #5			
	ILL	CONSTRUCTION	09	\$365	\$0	CONSTRUCTION CORRIDOR M			
	ILL	CONSTRUCTION	09	\$7,621	\$0	CONTRACT 3 / INCLUDES E3			
	ILL	CONSTRUCTION	09	\$1,930	\$0	CONTRACT 5 / INCLUDES E3			
	LRA	CONSTRUCTION	09	\$1,100	\$1,100	CONTRACT 3			
	STP-E	CONSTRUCTION	09	\$303	\$242	CONTRACT 3 / ITEP #102182			
	STP-L	CONSTRUCTION	09	\$3,167	\$2,500	CONTRACT 4			
	GEN-OP	CONSTRUCTION	10	\$896	\$0	CONTRACT 5B - LANDSCAPING			
	HPP	CONSTRUCTION	10	\$4,479	\$3,583	CONTRACT 5B - LANDSCAPING			
	ILL	CONSTRUCTION	10	\$448	\$0	CONTRACT 5B - LANDSCAPING			
	GEN-OP	ROW ACQUISITION	12	\$504	\$0	CONTRACT 5A			
	GEN-OP	ROW ACQUISITION	12	\$1,961	\$0	CONTRACT 5A			
	GEN-OP	CONSTRUCTION	12	\$55	\$0	CONTACT 5A - MCLEAN FEN			
	HPP	CONSTRUCTION	12	\$550	\$440	CONTACT 5A - MCLEAN FEN			
	HPP	ROW ACQUISITION	12	\$5,039	\$4,031	CONTRACT 5A			
	ILL	ROW ACQUISITION	12	\$504	\$0	CONTRACT 5A			
	ILL	CONSTRUCTION	12	\$55	\$0	CONTACT 5A - MCLEAN FEN			

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>11-09-0015 McHenry County Council of Mayors</b>		CHANGE PROJECT	\$262	\$262	\$0	0.00%	No	No
US 14 Virginia Street FROM FAU 119 Dole Avenue (MCHENRY) TO Keith Avenue (MCHENRY)								
<b>Project Work Types After Revision:</b>		SIGNALS - INTERCONNECTS AND TIMING SIGNALS - MODERNIZATION						
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		LRA	CONSTRUCTION	10	\$1,312	\$262		
<b>Financial Data After Revision</b>		LRA	CONSTRUCTION	10	\$665	\$262		
<hr/>								
<b>18-04-0531 Metra</b>		CHANGE PROJECT	\$7,929	\$8,641	\$712	8.98%	No	No
METRA AL-531 NEW 35TH STREET STATION RID 35TH ST STATION RID								
<b>Project Work Types After Revision:</b>		STATION - NEW						
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
		5309C	IMPLEMENTATION	09	\$1,129	\$1,129	3975	
		TRA	IMPLEMENTATION	09	\$6,800	\$6,800	3975 - ARRA	
<b>Financial Data After Revision</b>		5309C	IMPLEMENTATION	09	\$1,841	\$1,841	3975	
		TRA	IMPLEMENTATION	09	\$6,800	\$6,800	3975 - ARRA	
<hr/>								
<b>Totals for</b>	<b>7 Projects</b>			<b>\$92,026</b>	<b>\$92,737</b>	<b>\$711</b>	<b>0.8%</b>	



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-94-0044 CTA CTA - 194.115 BROWN LINE	CHANGE PROJECT	\$42,338	\$41,874	(\$464)	-1.10%	No	No

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$1,000	\$1,000		
	5309A	IMPLEMENTATION	09	\$30,474	\$30,474		
	5309B	IMPLEMENTATION	09	\$10,864	\$10,864	FIX	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$1,000	\$1,000		
	5309A	IMPLEMENTATION	09	\$30,170	\$30,170	NEW START	
	5309B	IMPLEMENTATION	09	\$10,399	\$10,399	FIX	
	SB	IMPLEMENTATION	09	\$465	\$0	SERVICE BOARD	
	5309A	IMPLEMENTATION	10	\$305	\$305	NEW START	



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-00-0004 CTA	CHANGE PROJECT	\$53,300	\$53,164	(\$136)	-0.26%	No	No
CTA - 021.806 MID-LIFE BUS OVERHAUL PERFORM MID-LIFE BUS OVERHAUL							

**Project Work Types After Revision:** ROLLING STOCK - REHABILITATE VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	10	\$7,800	\$7,800	FTA	
	5307	IMPLEMENTATION	09	\$10,500	\$10,500	FTA	
	5307	IMPLEMENTATION	11	\$20,000	\$20,000	FTA	
	5307	IMPLEMENTATION	12	\$14,895	\$14,895	FTA	
	5309B	IMPLEMENTATION	12	\$105	\$105	FIX	
	ILLT	IMPLEMENTATION	12	\$7,500	\$0	NEW STATE FUNDING	
	ILLT	IMPLEMENTATION	11	\$7,500	\$0	NEW STATE FUNDING	
	ILLT	IMPLEMENTATION	10	\$2,500	\$0	NEW STATE FUNDING	

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	5307	IMPLEMENTATION	09	\$10,364	\$10,364	FTA
	SB	IMPLEMENTATION	09	\$136	\$0	SERVICE BOARD
	5307	IMPLEMENTATION	10	\$7,800	\$7,800	FTA
	ILLT	IMPLEMENTATION	10	\$2,500	\$0	NEW STATE FUNDING
	5307	IMPLEMENTATION	11	\$20,000	\$20,000	FTA
	ILLT	IMPLEMENTATION	11	\$7,500	\$0	NEW STATE FUNDING
	5307	IMPLEMENTATION	12	\$14,895	\$14,895	FTA
	5309B	IMPLEMENTATION	12	\$105	\$105	FIX
	ILLT	IMPLEMENTATION	12	\$7,500	\$0	NEW STATE FUNDING

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5307	IMPLEMENTATION	MYB	\$63,691	\$63,691	FTA	FY13
ILLT	IMPLEMENTATION	MYB	\$30,841	\$0	NEW STATE FUNDING	FY13

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-03-0014 CTA	CHANGE PROJECT	\$383,309	\$384,220	\$911	0.24%	No	No

CTA - 308.002 BOND REPAYMENT BOND REPAYMENT, INTEREST & FINANCE COST

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	11	\$72,600	\$72,600	FTA	
	5307	IMPLEMENTATION	12	\$72,600	\$72,600	FTA	
	5307	IMPLEMENTATION	10	\$72,605	\$72,605	FTA	
	5307	IMPLEMENTATION	09	\$61,280	\$61,280	FTA	
	5309B	IMPLEMENTATION	10	\$17,133	\$17,133	FIX	
	5309B	IMPLEMENTATION	11	\$31,175	\$31,175	FIX	
	5309B	IMPLEMENTATION	12	\$42,494	\$42,494	FIX	
	5309B	IMPLEMENTATION	09	\$13,422	\$13,422	FIX	
<b>Financial Data After Revision</b>							
	5307	IMPLEMENTATION	09	\$50,818	\$50,818	FTA	
	5309B	IMPLEMENTATION	09	\$24,795	\$24,795	FIX	
	5307	IMPLEMENTATION	10	\$72,605	\$72,605	FTA	
	5309B	IMPLEMENTATION	10	\$17,133	\$17,133	FIX	
	5307	IMPLEMENTATION	11	\$72,600	\$72,600	FTA	
	5309B	IMPLEMENTATION	11	\$31,175	\$31,175	FIX	
	5307	IMPLEMENTATION	12	\$72,600	\$72,600	FTA	
	5309B	IMPLEMENTATION	12	\$42,494	\$42,494	FIX	

These Line Items are Illustrative Only -- They Are NOT Part of the TIP						
5307	IMPLEMENTATION	MYB	\$72,604	\$72,604	FTA; FY13	
5309B	IMPLEMENTATION	MYB	\$42,453	\$42,453	FIX FY13	

08-06-0021 DuPage Council of Mayors	CHANGE PROJECT	\$1,092	\$1,261	\$169	15.48%	No	No
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ST. CHARLES RD. FROM WESTMORE AVE (DUPAGE) TO IL 83 RT. 83 (DUPAGE)

**Project Work Types After Revision:** SIGNALS - MODERNIZATION  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$1,560	\$1,092		
<b>Financial Data After Revision</b>	STP-L	CONSTRUCTION	09	\$1,801	\$1,261		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
08-03-0105 DuPage Council of Mayors	CHANGE PROJECT	\$1,669	\$1,669	\$0	0.00%	No	No
RIFORD RD FROM ST CHARLES RD (DUPAGE) TO CRESCENT BLVD (DUPAGE)							
Project Work Types After Revision:	HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$2,384	\$1,669		
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$3,919	\$1,669		
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08-02-0010 DuPage Council of Mayors	CHANGE PROJECT	\$4,891	\$4,891	\$0	0.00%	No	No
SALT CREEK GREENWAY TRAIL FROM SALT CREEK FOREST PRESERVES (DUPAGE) TO SECOND ST (DUPAGE) DUPAGE NORTH							
Project Work Types After Revision:	PEDESTRIAN FACILITY BICYCLE FACILITY						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$5,114	\$4,091		
	STP-L	CONSTRUCTION	09	\$1,067	\$800		
Financial Data After Revision	CMAQ	CONSTRUCTION	09	\$5,114	\$4,091	Awarded	
	STP-L	CONSTRUCTION	09	\$1,067	\$800		
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08-04-0002 DuPage Council of Mayors	CHANGE PROJECT	\$1,406	\$1,406	\$0	0.00%	No	No
OGDEN AVE FROM WILLIAMS ST (DUPAGE) TO I- 355 (DUPAGE)							
Project Work Types After Revision:	MISCELLANEOUS - EXEMPT PROJECTS PEDESTRIAN FACILITY						
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$1,875	\$1,406	SIDEWALKS	
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$187	\$140	STAGE 1	
	STP-L	CONSTRUCTION	10	\$1,688	\$1,266	STAGE 2	
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-06-0055 DuPage County Division of Transportation</b>	CHANGE PROJECT	\$960	\$960	\$0	0.00%	No	No
ILLINOIS PRARIE PATH FROM EJ&E RR SOUTH OF ARMY TRAIL (DUPAGE) TO EJ&E RR NORTH OF SMITH RD (DUPAGE) ELGIN BRANCH BRIDGE							

**Project Work Types After Revision:** BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	09	\$1,200	\$960	1200090000	
<b>Financial Data After Revision</b>	HPP	CONSTRUCTION	09	\$1,965	\$960	1200090000	

<b>05-05-0004 Central Council of Mayors</b>	CHANGE PROJECT	\$366	\$366	\$0	0.00%	No	No
BRAINARD AVENUE FROM 31ST STREET (COOK) TO HARDING AVENUE (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$393	\$366		
<b>Financial Data After Revision</b>	LRA	CONSTRUCTION	09	\$393	\$366		

<b>08-04-0001 CMAP</b>	CHANGE PROJECT	\$399	\$558	\$159	39.85%	No	No
EASTERN CORRIDOR BIKEWAY AT (DUPAGE) Includes Bikeway Connections Project formerly 08-03-0003							

**Project Work Types After Revision:** BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$499	\$399	ENG-1/ENG-2/CONST	
<b>Financial Data After Revision</b>	CMAQ	IMPLEMENTATION	09	\$199	\$159	ENG2/CONST - Bikeway Connecti	
	CMAQ	IMPLEMENTATION	09	\$499	\$399	ENG-1/ENG-2/CONST - Eastern	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>08-08-0002 CMAP</b>	CHANGE PROJECT	\$162	\$150	(\$12)	-7.41%	No	No
GRAND AVE SIDEWALK FROM CHURCH RD (DUPAGE) TO YORK RD (DUPAGE)							

**Project Work Types After Revision:** PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$171	\$137		
	CMAQ	ENGINEERING-II	09	\$31	\$25		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$304	\$137		
	CMAQ	ENGINEERING-II	09	\$16	\$13		

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<b>04-08-0001 CMAP</b>	CHANGE PROJECT	\$1,223	\$1,223	\$0	0.00%	No	No
NORTH AVE COMMUTER BIKE PATH FROM MANNHEIM RD (COOK) TO THATCHER AVE (COOK)							

**Project Work Types After Revision:** BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	ENGINEERING-I	09	\$40	\$32		
	CMAQ	ENGINEERING-II	09	\$104	\$83		
	CMAQ	CONSTRUCTION	09	\$1,385	\$1,108		
<b>Financial Data After Revision</b>	CMAQ	ENGINEERING-I	09	\$70	\$56	Awarded	
	CMAQ	ENGINEERING-II	09	\$74	\$59		
	CMAQ	CONSTRUCTION	09	\$1,385	\$1,108		

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<b>07-06-0001 CMAP</b>	CHANGE PROJECT	\$415	\$415	\$0	0.00%	No	No
SAFE ROUTES TO SCHOOLS AT (COOK) SAFE ROUTES TO SCHOOLS-SOUTH SUBURBAN MAYORS AND MANAGER ASSOCIATION							

**Project Work Types After Revision:** PEDESTRIAN FACILITY  
BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$48	\$38	SN 06-00162-04-TL	
	CMAQ	CONSTRUCTION	09	\$143	\$115	SN 06-00162-02-SW	
	CMAQ	CONSTRUCTION	09	\$328	\$262		
<b>Financial Data After Revision</b>	CMAQ	CONSTRUCTION	09	\$48	\$38	Awarded SN 06-00162-04-TL	
	CMAQ	CONSTRUCTION	09	\$143	\$115	Awarded SN 06-00162-02-SW	
	CMAQ	CONSTRUCTION	09	\$328	\$262		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
02-08-0002 CMAP THE GLEN OF NORTH GLENVIEW STATION COMMUTER	CHANGE PROJECT	\$1,201	\$1,201	\$0	0.00%	No	No

Project Work Types After Revision: PARKING - EXPAND NUMBER OF SPACES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	CONSTRUCTION	09	\$1,365	\$1,092		
	CMAQ	ENGINEERING-II	09	\$136	\$109		
Financial Data After Revision	CMAQ	ENGINEERING-II	09	\$115	\$92		
	CMAQ	CONSTRUCTION	09	\$1,365	\$1,092		
	CMAQ	ENGINEERING-II	09	\$21	\$17	Awarded	

17-09-0002 CMAP EXPAND I-GO CAR SHARING AT (REGIONWIDE)	CHANGE PROJECT	\$1,000	\$1,000	\$0	0.00%	No	No
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Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$1,250	\$1,000		
Financial Data After Revision	CMAQ	IMPLEMENTATION	09	\$1,250	\$1,000		

13-09-0004 CMAP BIKE TO METRA GUIDE AT (REGIONWIDE)	CHANGE PROJECT	\$84	\$84	\$0	0.00%	No	No
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Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$105	\$84		
Financial Data After Revision	CMAQ	IMPLEMENTATION	09	\$105	\$84		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
16-96-0061 CTA CTA - 031.054 REPLACE BUSES	CHANGE PROJECT	\$178,703	\$181,231	\$2,528	1.41%	No	No

**Project Work Types After Revision:** ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	11	\$15,189	\$15,189	FTA	
	5307	IMPLEMENTATION	10	\$15,189	\$15,189	FTA	
	5307	IMPLEMENTATION	12	\$15,189	\$15,189	FTA	
	5309A	IMPLEMENTATION	09	\$52,236	\$52,236	08 MONIES	
	5309C	IMPLEMENTATION	09	\$30,900	\$30,900	08 MONIES	
	ILLT	IMPLEMENTATION	12	\$90,000	\$0	NEW STATE FUNDING	
	ILLT	IMPLEMENTATION	11	\$35,000	\$0	NEW STATE FUNDING	
	SB	IMPLEMENTATION	12	\$6,718	\$0	CTA OPERATING	
	SB	IMPLEMENTATION	11	\$6,718	\$0	CTA OPERATING	
	SB	IMPLEMENTATION	10	\$6,718	\$0	CTA OPERATING	
	SB	IMPLEMENTATION	09	\$6,718	\$0	CTA OPERATING	
	SB	IMPLEMENTATION	09	\$7,064	\$0	CTA BOND, 08 MONIES	
	TRA	IMPLEMENTATION	09	\$50,000	\$50,000	Economic Recovery	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$2,528	\$2,528	FTA	
	5309A	IMPLEMENTATION	09	\$52,236	\$52,236	08 MONIES	
	5309C	IMPLEMENTATION	09	\$30,900	\$30,900	08 MONIES	
	SB	IMPLEMENTATION	09	\$6,718	\$0	CTA OPERATING	
	SB	IMPLEMENTATION	09	\$7,064	\$0	CTA BOND, 08 MONIES	
	TRA	IMPLEMENTATION	09	\$50,000	\$50,000	Economic Recovery	
	5307	IMPLEMENTATION	10	\$15,189	\$15,189	FTA	
	SB	IMPLEMENTATION	10	\$6,718	\$0	CTA OPERATING	
	5307	IMPLEMENTATION	11	\$15,189	\$15,189	FTA	
	ILLT	IMPLEMENTATION	11	\$35,000	\$0	NEW STATE FUNDING	
	SB	IMPLEMENTATION	11	\$6,718	\$0	CTA OPERATING	
	5307	IMPLEMENTATION	12	\$15,189	\$15,189	FTA	
	ILLT	IMPLEMENTATION	12	\$90,000	\$0	NEW STATE FUNDING	
	SB	IMPLEMENTATION	12	\$6,718	\$0	CTA OPERATING	

**These Line Items are Illustrative Only -- They Are NOT Part of the TIP**

OTH	IMPLEMENTATION	MYB	\$75,000	\$0	OTHER
ILLT	IMPLEMENTATION	MYB	\$90,000	\$0	NEW STATE FUNDING FY13

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
SB	IMPLEMENTATION	MYB	\$6,718	\$0	CTA OPERATING FY13			
5307	IMPLEMENTATION	MYB	\$15,189	\$15,189	FTA FY13			



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-07-0021 IDOT District 1 Division of Highways	CHANGE PROJECT	\$0	\$0	\$0	0.00%	No	No
I- 94 DAN RYAN EXWY FROM 31ST STREET (COOK) TO I- 57 (NB & SB) (COOK)							

**Project Work Types After Revision:** ENHANCEMENT - LANDSCAPING  
SAFETY - LIGHTING  
SAFETY - FENCING

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	CONSTRUCTION	09	\$615	\$0	1748230572	
	ILL	CONSTRUCTION	09	\$730	\$0	1748230576 - GATEWAY	
	ILL	CONSTRUCTION	09	\$663	\$0	1748230575 - GATEWAY	
	ILL	CONSTRUCTION	09	\$340	\$0	1633 71ST TO 98TH Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$330	\$0	1618/47TH TO 59TH ST Z-OTHE	
	ILL	CONSTRUCTION	09	\$550	\$0	1609 95TH Z0OTHEX/A-FNC	
	ILL	CONSTRUCTION	09	\$190	\$0	1635/47TH TO 63RD Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$500	\$0	1606 75TH TO 79TH Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$580	\$0	1641/VARIOUS Z-OTHEX/A-FNC	
	ILL	CONSTRUCTION	09	\$10,996	\$0	A-FNC, Z-OTHEX; 39TH TO	
	ILL	CONSTRUCTION	09	\$663	\$0	1748230574	
	ILL	CONSTRUCTION	09	\$830	\$0	1614 71ST TO 74TH Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$1,130	\$0	1607 75TH TO 71ST Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$655	\$0	1615 63RD TO 71ST Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$666	\$0	1619/47TH ST TO 59TH ST Z-OT	
	ILL	CONSTRUCTION	09	\$320	\$0	1634 71ST TO 98TH Z0OTHEX/A-	
	ILL	CONSTRUCTION	09	\$490	\$0	178231603	
	ILL	CONSTRUCTION	09	\$540	\$0	1748231611	
	ILL	CONSTRUCTION	09	\$535	\$0	1748231612	
	ILL	CONSTRUCTION	09	\$715	\$0	1748231604	
	ILL	CONSTRUCTION	09	\$555	\$0	1748231613	
	ILL	CONSTRUCTION	09	\$240	\$0	1655/63RD TO 71ST Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$280	\$0	1748231636	
	ILL	CONSTRUCTION	09	\$663	\$0	1748230573	
	ILL	CONSTRUCTION	09	\$445	\$0	1616 63RD TO 71ST Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$80	\$0	31ST TO MLKDR/HALSTED	
	ILL	CONSTRUCTION	09	\$450	\$0	1610 87TH TO 95TH Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$530	\$0	1617/59TH TO 63RD Z-OTHEX/A-	
	ILL	CONSTRUCTION	09	\$815	\$0	1748230577; E-LS, GATEWAY (IL	

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
	ILL	CONSTRUCTION	09	\$640	\$0	1748231602		
	ILL	CONSTRUCTION	09	\$230	\$0	1748231638		
Financial Data After Revision	ILL	CONSTRUCTION	09	\$615	\$0	1748230572		
	ILL	CONSTRUCTION	09	\$730	\$0	1748230576 - GATEWAY		
	ILL	CONSTRUCTION	09	\$663	\$0	1748230575 - GATEWAY		
	ILL	CONSTRUCTION	09	\$340	\$0	1633 71ST TO 98TH Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$330	\$0	1618/47TH TO 59TH ST Z-OTHE		
	ILL	CONSTRUCTION	09	\$550	\$0	1609 95TH Z0OTHEX/A-FNC		
	ILL	CONSTRUCTION	09	\$245	\$0	1635/47TH TO 63RD Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$500	\$0	1606 75TH TO 79TH Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$580	\$0	1641/VARIOUS Z-OTHEX/A-FNC		
	ILL	CONSTRUCTION	09	\$10,996	\$0	A-FNC, Z-OTHEX; 39TH TO		
	ILL	CONSTRUCTION	09	\$663	\$0	1748230574		
	ILL	CONSTRUCTION	09	\$830	\$0	1614 71ST TO 74TH Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$1,130	\$0	1607 75TH TO 71ST Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$655	\$0	1615 63RD TO 71ST Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$666	\$0	1619/47TH ST TO 59TH ST Z-OT		
	ILL	CONSTRUCTION	09	\$320	\$0	1634 71ST TO 98TH Z0OTHEX/A-		
	ILL	CONSTRUCTION	09	\$490	\$0	178231603		
	ILL	CONSTRUCTION	09	\$540	\$0	1748231611		
	ILL	CONSTRUCTION	09	\$535	\$0	1748231612		
	ILL	CONSTRUCTION	09	\$715	\$0	1748231604		
	ILL	CONSTRUCTION	09	\$555	\$0	1748231613		
	ILL	CONSTRUCTION	09	\$240	\$0	1655/63RD TO 71ST Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$280	\$0	1748231636		
	ILL	CONSTRUCTION	09	\$663	\$0	1748230573		
	ILL	CONSTRUCTION	09	\$445	\$0	1616 63RD TO 71ST Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$80	\$0	31ST TO MLKDR/HALSTED		
	ILL	CONSTRUCTION	09	\$450	\$0	1610 87TH TO 95TH Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$530	\$0	1617/59TH TO 63RD Z-OTHEX/A-		
	ILL	CONSTRUCTION	09	\$815	\$0	1748230577; E-LS, GATEWAY (IL		
	ILL	CONSTRUCTION	09	\$640	\$0	1748231602		
	ILL	CONSTRUCTION	09	\$230	\$0	1748231638		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>01-08-0020 IDOT District 1 Division of Highways</b> CONGRESS PARKWAY AT SOUTH BRANCH CHCAGO RIVER (COOK)	CHANGE PROJECT	\$18,180	\$17,780	(\$400)	-2.20%	No	No

**Project Work Types After Revision:** BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	CONSTRUCTION	10	\$10,800	\$8,640	1756590100/WB	
	BRR	CONSTRUCTION	09	\$500	\$400	1756590108/WB	
	BRR	CONSTRUCTION	10	\$10,800	\$8,640	1756590300/EB	
	BRR	CONSTRUCTION	09	\$650	\$500	1756590106	
	ILL	ENGINEERING-II	09	\$2,300	\$0	1756590107	
<b>Financial Data After Revision</b>	BRR	CONSTRUCTION	09	\$10,800	\$8,640	1-75659-0100/WB	
	BRR	CONSTRUCTION	09	\$10,800	\$8,640	1-75659-0300/EB	
	BRR	CONSTRUCTION	09	\$650	\$500	1756590106	
	ILL	ENGINEERING-II	09	\$2,300	\$0	1756590107	

<b>12-08-0030 IDOT District 1 Division of Highways</b> US 30 Lincoln Hwy FROM MARLEY RD (WILL) TO SCHOOLHOUSE RD (WILL)	CHANGE PROJECT	\$3,048	\$3,048	\$0	0.00%	No	No
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**Project Work Types After Revision:** SIGNALS - MODERNIZATION  
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	09	\$1,430	\$1,144		
	NHS	CONSTRUCTION	09	\$2,380	\$1,904		
<b>Financial Data After Revision</b>	ILL	CONSTRUCTION	09	\$762	\$0	1-71012-0820	
	NHS	CONSTRUCTION	09	\$3,810	\$3,048	INCLUDES E3	

<b>02-08-0013 IDOT District 1 Division of Highways</b> IL 43 14 WAUKEGAN RD FROM US 14 58 DEMPSTER ST TO N OF US 14 (CALDWELL AVE) (COOK) TO & S OF US 14 (CALDWELL AVE) TO MILWAUKEE AVE (COOK)	CHANGE PROJECT	\$1,440	\$1,700	\$260	18.06%	No	No
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**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HSIP	CONSTRUCTION	09	\$1,800	\$1,440		
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$1,700	\$1,700	1-70106-0000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>12-08-0011 IDOT District 1 Division of Highways</b>	CHANGE PROJECT	\$8,320	\$6,796	(\$1,524)	-18.32%	No	No
IL 394 BISHOP FORD EXPY FROM IL 1 AT DIXIE HWY, PLUM CREEK & GOODENOW RD (WILL) TO (WILL) INTERSECTION RECONSTRUCTION: MERGE DIXIE HWY / IL 1 NORTH OF							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS  
 NOISE ATTENUATION  
 HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)  
 HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-U	CONSTRUCTION	09	\$3,700	\$2,960	1763520101	
	STP-U	CONSTRUCTION	09	\$6,700	\$5,360	1763520100	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$3,700	\$3,700	1763520100/ BRG DEMO/REMO	
	STP-U	CONSTRUCTION	09	\$3,870	\$3,096	1763520101	

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<b>08-06-0064 IDOT District 1 Division of Highways</b>	CHANGE PROJECT	\$2,400	\$3,000	\$600	25.00%	No	No
IL 53 ROHLWING RD AT SPRINGBROOK CREEK (DUPAGE)							

**Project Work Types After Revision:** BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	ILL	ROW ACQUISITION	09	\$50	\$0	1772170002	
	STP-U	CONSTRUCTION	10	\$3,000	\$2,400	1772170000	
<b>Financial Data After Revision</b>	HRA	CONSTRUCTION	09	\$3,000	\$3,000	1-77217-0000	
	ILL	ROW ACQUISITION	09	\$50	\$0	1772170002	

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<b>05-08-0018 IDOT District 1 Local Roads</b>	CHANGE PROJECT	\$768	\$768	\$0	0.00%	No	No
HODGKINS VARIOUS TOP PRIORITY PROJECTS							

**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	HPP	CONSTRUCTION	10	\$960	\$768	1201490000	
<b>Financial Data After Revision</b>	HPP	CONSTRUCTION	09	\$960	\$768	1201490000	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-00-0016 IDOT Office of Planning & Programming	CHANGE PROJECT	\$2,093	\$2,034	(\$59)	-2.82%	No	No
BIKE FAC-ST CHARLES PARK DIST-MID C AT RANDALL RD AT SILVER GLEN (KANE)							

**Project Work Types After Revision:** PEDESTRIAN FACILITY  
BICYCLE FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$785	\$628	ENG2/CONST	
	STP-E	CONSTRUCTION	09	\$1,992	\$1,337		
	STP-E	CONSTRUCTION	09	\$182	\$128	ENGINEERING-3 CONSTRUCTI	
Financial Data After Revision	CMAQ	IMPLEMENTATION	09	\$308	\$246	ENG2/CONST	
	CMAQ	CONSTRUCTION	09	\$404	\$323	AWARDED	
	STP-E	CONSTRUCTION	09	\$1,992	\$1,337		
	STP-E	CONSTRUCTION	09	\$182	\$128	ENGINEERING-3 CONSTRUCTI	

03-06-0031 IDOT Office of Planning & Programming	CHANGE PROJECT	\$564	\$409	(\$155)	-27.48%	No	No
Hawthorne School Bridge Replacement AT (COOK) Pedestrian Facility over Wheeling Drainage Ditch							

**Project Work Types After Revision:** PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	09	\$350	\$350		
	STP-E	IMPLEMENTATION	09	\$435	\$214	Engineering II and Construction	
Financial Data After Revision	LRA	CONSTRUCTION	09	\$350	\$350		
	STP-E	IMPLEMENTATION	09	\$73	\$59	Engineering I and Construction	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>09-07-0022 Kane County Division of Transportatin</b> CH 7 DAMISCH RD AT TYLER CREEK (KANE)	CHANGE PROJECT	\$1,464	\$1,465	\$1	0.07%	No	No

**Project Work Types After Revision:** BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	ENGINEERING	10	\$131	\$104	E3	
	BRR	ROW ACQUISITION	09	\$100	\$80		
	BRR	ENGINEERING-II	09	\$125	\$100		
	BRR	ENGINEERING-I	09	\$75	\$60		
	BRR	CONSTRUCTION	10	\$1,400	\$1,120		
<b>Financial Data After Revision</b>	BRR	ROW ACQUISITION	09	\$100	\$80		
	BRR	ENGINEERING-II	09	\$125	\$100		
	BRR	ENGINEERING-I	09	\$75	\$60		
	BRR	ENGINEERING	10	\$131	\$105	E3	
	BRR	CONSTRUCTION	10	\$1,400	\$1,120		

<b>09-00-0021 Kane/Kendall Council of Mayors</b> DUNDEE AVE AT SUMMIT ST (KANE) ROUNDABOUT LOCATED AT THE INTERSECTION OF DUNDEE AVE AND SUMMIT ST	CHANGE PROJECT	\$1,433	\$1,433	\$0	0.00%	No	No
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**Project Work Types After Revision:** SIGNALS - MODERNIZATION  
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$1,200	\$840	FROM 09-03-0006	
	STP-L	CONSTRUCTION	09	\$1,725	\$593		
<b>Financial Data After Revision</b>	CMAQ	IMPLEMENTATION	09	\$1,200	\$840	FROM 09-03-0006	
	STP-L	CONSTRUCTION	10	\$1,725	\$593		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
10-99-0105 Lake County Council of Mayors		CHANGE PROJECT	\$1,840	\$1,446	(\$394)	-21.41%	No	No
		WILMOT ROAD FROM DEERFIELD ROAD (LAKE) TO LAKE COOK ROAD (LAKE)						
Project Work Types After Revision:		HIGHWAY/ROAD - PAVEMENT PATCHING HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		LRA	CONSTRUCTION	09	\$2,629	\$1,840		
Financial Data After Revision		LRA	CONSTRUCTION	09	\$2,899	\$1,446		
<hr/>								
11-08-0018 McHenry County Council of Mayors		CHANGE PROJECT	\$931	\$1,027	\$96	10.31%	No	No
		HALIGUS ROAD (FAU 3869) FROM MILLER ROAD (FAU 4039) (MCHENRY) TO REED ROAD (FAU 4075) (MCHENRY)						
Project Work Types After Revision:		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		STP-L	CONSTRUCTION	09	\$1,500	\$931		
Financial Data After Revision		STP-L	CONSTRUCTION	09	\$1,284	\$1,027		
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18-97-0252 Metra		CHANGE PROJECT	\$2,500	\$2,500	\$0	0.00%	No	No
		Metra - 75th & 79th Bridges, MED FROM 75th ST (COOK) TO 79th (COOK)						
Project Work Types After Revision:		BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE						
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
		TRA5309	IMPLEMENTATION	09	\$2,500	\$2,500	3919 - ARRA	
Financial Data After Revision		TRA5309	IMPLEMENTATION	09	\$2,500	\$2,500	3919 - ARRA	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-08-2700 Metra	CHANGE PROJECT	\$3,520	\$3,520	\$0	0.00%	No	No
Metra - STRUCTURAL IMPROVEMENTS REGIONWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$2,400	\$1,920	4249, 4242	
	5309B	IMPLEMENTATION	09	\$2,000	\$1,600		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$2,000	\$1,600	4249, 4242	
	5309B	IMPLEMENTATION	09	\$2,400	\$1,920		

18-08-2500 Metra	CHANGE PROJECT	\$62,148	\$61,108	(\$1,040)	-1.67%	No	No
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Metra - RAIL BRIDGES REGIONWIDE

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	11	\$1,300	\$1,040		
	5307	IMPLEMENTATION	10	\$25,958	\$20,766		
	5307	IMPLEMENTATION	09	\$5,100	\$4,080		
	5309B	IMPLEMENTATION	12	\$28,077	\$22,462		
	5309B	IMPLEMENTATION	09	\$16,000	\$12,800		
	ILLT	IMPLEMENTATION	11	\$48,200	\$0	2112	
	ILLT	IMPLEMENTATION	10	\$39,800	\$0	2112	
	TRA5309	IMPLEMENTATION	09	\$1,000	\$1,000	3626, 3922 - ARRA	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$5,100	\$4,080		
	5309B	IMPLEMENTATION	09	\$14,700	\$11,760		
	TRA5309	IMPLEMENTATION	09	\$1,000	\$1,000	3626, 3922 - ARRA	
	5307	IMPLEMENTATION	10	\$25,958	\$20,766		
	ILLT	IMPLEMENTATION	10	\$39,800	\$0	2112	
	5307	IMPLEMENTATION	11	\$1,300	\$1,040		
	ILLT	IMPLEMENTATION	11	\$48,200	\$0	2112	
	5309B	IMPLEMENTATION	12	\$28,077	\$22,462		

<b>These Line Items are Illustrative Only -- They Are NOT Part of the TIP</b>							
ILLT	IMPLEMENTATION	MYB		\$47,200	\$0	2112	



Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>18-08-3400 Metra</b> METRA ELECTRICAL SYSTEM REGIONWIDE	CHANGE PROJECT	\$4,200	\$3,960	(\$240)	-5.71%	No	No

**Project Work Types After Revision:** CPS - SIGNALS  
CPS - POWER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	11	\$1,000	\$800		
	5307	IMPLEMENTATION	10	\$1,800	\$1,440		
	5307	IMPLEMENTATION	09	\$250	\$200	4352	
	5309B	IMPLEMENTATION	11	\$400	\$320		
	5309B	IMPLEMENTATION	09	\$400	\$320		
	5309B	IMPLEMENTATION	12	\$1,400	\$1,120		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$250	\$200	4352	
	5309B	IMPLEMENTATION	09	\$100	\$80	3246	
	5307	IMPLEMENTATION	10	\$1,800	\$1,440		
	5307	IMPLEMENTATION	11	\$1,000	\$800		
	5309B	IMPLEMENTATION	11	\$400	\$320		
	5309B	IMPLEMENTATION	12	\$1,400	\$1,120		

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<b>18-08-8200 Metra</b> Provide for Support of Capital Projects, Oversight, Security, etc REGIONWIDE	CHANGE PROJECT	\$1,668	\$1,234	(\$434)	-26.02%	No	No
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**Project Work Types After Revision:** MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$1,010	\$808		
	5309B	IMPLEMENTATION	09	\$1,075	\$860		
	SB	IMPLEMENTATION	09	\$200	\$0		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$482	\$386	4399	
	5309B	IMPLEMENTATION	09	\$1,060	\$848	4399	
	SB	IMPLEMENTATION	09	\$589	\$0	4399	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
18-08-2101 Metra	CHANGE PROJECT	\$23,292	\$22,332	(\$960)	-4.12%	No	No
Metra - TRACK INFRASTRUCTURE REGIONWIDE							

**Project Work Types After Revision:** RAIL LINE - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	09	\$3,665	\$2,932	P-203	
	5309B	IMPLEMENTATION	09	\$25,450	\$20,360		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$3,065	\$2,452	P-203, 4222, 4226	
	5309B	IMPLEMENTATION	09	\$24,850	\$19,880	P-203, 4222, 4226	

04-09-0017 North Central Council of Mayors	CHANGE PROJECT	\$428	\$428	\$0	0.00%	No	No
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FAU 2753 Thatcher Avenue FROM FAU 1398 Chicago Avenue (COOK) TO Central Avenue (COOK) LAPP

**Project Work Types After Revision:** HIGHWAY/ROAD - CURB AND GUTTER  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$428	\$428		
Financial Data After Revision	LRA	CONSTRUCTION	09	\$428	\$428		

04-09-0014 North Central Council of Mayors	CHANGE PROJECT	\$368	\$368	\$0	0.00%	No	No
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FAU 2729 Montrose Avenue FROM FAU 372 Cumberland Avenue (COOK) TO FAU 2763 Canfield Avenue (COOK) LAPP

**Project Work Types After Revision:** HIGHWAY/ROAD - CURB AND GUTTER  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$368	\$368		
Financial Data After Revision	LRA	CONSTRUCTION	09	\$368	\$368		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>04-09-0011 North Central Council of Mayors</b> FAU 3533 Franklin Avenue FROM Ruby Street (COOK) TO FAU 2714 Rose Street, 25th Avenue (COOK) LAPP HPP Bill #4065	CHANGE PROJECT	\$503	\$645	\$142	28.23%	No	No
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	LRA	CONSTRUCTION	10	\$503	\$503		
<b>Financial Data After Revision</b>	HPP	CONSTRUCTION	10	\$142	\$142		
	LRA	CONSTRUCTION	10	\$503	\$503		
<b>04-09-0010 North Central Council of Mayors</b> FAU 1382 Fullerton Avenue FROM Webster Street (COOK) TO 76th Avenue (COOK) LAPP	CHANGE PROJECT	\$303	\$303	\$0	0.00%	No	No
<b>Project Work Types After Revision:</b> HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	LRA	CONSTRUCTION	10	\$303	\$303		
<b>Financial Data After Revision</b>	LRA	CONSTRUCTION	09	\$303	\$303		
<b>17-94-0024 Pace</b> PACE-COMPUTER SOFTWARE/HARDWARE	CHANGE PROJECT	\$21,824	\$21,824	\$0	0.00%	No	No
<b>Project Work Types After Revision:</b> FACILITY - OFFICE FACILITIES/EQUIPMENT							
<b>Financial Data Before Revision</b>	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>	<b>Awarded</b>
	5307	IMPLEMENTATION	11	\$5,600	\$5,600		
	5307	IMPLEMENTATION	10	\$5,600	\$5,600		
	5307	IMPLEMENTATION	09	\$6,324	\$6,324		
	5307	IMPLEMENTATION	12	\$4,300	\$4,300		
<b>Financial Data After Revision</b>	5307	IMPLEMENTATION	09	\$6,324	\$6,324		
	SB	IMPLEMENTATION	09	\$239	\$0		
	5307	IMPLEMENTATION	10	\$5,600	\$5,600		
	5307	IMPLEMENTATION	11	\$5,600	\$5,600		
	5307	IMPLEMENTATION	12	\$4,300	\$4,300		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
17-94-0027 Pace PACE-IMPROVEMENTS TO GARAGES/FACILI	CHANGE PROJECT	\$17,115	\$16,790	(\$325)	-1.90%	No	No

**Project Work Types After Revision:** VEHICLE FACILITY - STORAGE  
VEHICLE FACILITY - MAINTENANCE  
FACILITY - SHOP FACILITIES/EQUIPMENT

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5307	IMPLEMENTATION	12	\$405	\$405		
	5307	IMPLEMENTATION	09	\$3,500	\$3,500		
	5307	IMPLEMENTATION	11	\$3,775	\$3,775		
	5307	IMPLEMENTATION	10	\$9,435	\$9,435		
	ILLT	IMPLEMENTATION	12	\$8,752	\$0		
	ILLT	IMPLEMENTATION	11	\$8,310	\$0		
	ILLT	IMPLEMENTATION	10	\$5,670	\$0		
Financial Data After Revision	5307	IMPLEMENTATION	09	\$3,175	\$3,175		
	5307	IMPLEMENTATION	10	\$9,435	\$9,435		
	ILLT	IMPLEMENTATION	10	\$5,670	\$0		
	5307	IMPLEMENTATION	11	\$3,775	\$3,775		
	ILLT	IMPLEMENTATION	11	\$8,310	\$0		
	5307	IMPLEMENTATION	12	\$405	\$405		
	ILLT	IMPLEMENTATION	12	\$8,752	\$0		

These Line Items are Illustrative Only -- They Are NOT Part of the TIP					
RTA	IMPLEMENTATION	MYB	\$2,400	\$0	
ILLT	IMPLEMENTATION	MYB	\$4,900	\$0	

06-08-0021 Southwest Council of Mayors	CHANGE PROJECT	\$343	\$334	(\$9)	-2.62%	No	No
MAIN STREET FROM STATE STREET (COOK) TO ILLINOIS STREET (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	10	\$440	\$308		
	STP-L	ENGINEERING-II	10	\$50	\$35		
Financial Data After Revision	STP-L	ENGINEERING-II	09	\$37	\$26		
	STP-L	CONSTRUCTION	10	\$440	\$308		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>06-09-0031 Southwest Council of Mayors</b>	CHANGE PROJECT	\$308	\$308	\$0	0.00%	No	No
FAU 104th Avenue AT US 6 167th Street North to 163rd Street (COOK) This is a pedestrain/bicycle path in a dedicated easement along the 104th Avenue r							

**Project Work Types After Revision:** BICYCLE FACILITY  
ADA - FACILITY IMPROVEMENTS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$308	\$308		
<b>Financial Data After Revision</b>	LRA	CONSTRUCTION	10	\$308	\$308		

<b>06-09-0025 Southwest Council of Mayors</b>	CHANGE PROJECT	\$500	\$500	\$0	0.00%	No	No
FAU 99th Street FROM Oak Park (COOK) TO Ridgeland (COOK)							

**Project Work Types After Revision:** HIGHWAY/ROAD - CURB AND GUTTER  
HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	09	\$510	\$500		
<b>Financial Data After Revision</b>	LRA	CONSTRUCTION	09	\$537	\$500		

<b>06-09-0032 Southwest Council of Mayors</b>	CHANGE PROJECT	\$328	\$368	\$40	12.20%	No	No
IL 43 Various Locations FROM 119th St (COOK) TO 131st St (COOK) Harlem Ave/119th St-131st St, Sidewalks McCarthy Road, Sidewalks							

Deleted 06-09-003

**Project Work Types After Revision:** PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$328	\$328		
<b>Financial Data After Revision</b>	LRA	CONSTRUCTION	10	\$368	\$368		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>06-09-0036 Southwest Council of Mayors</b>	CHANGE PROJECT	\$319	\$395	\$76	23.82%	No	No
Various Roads FROM (COOK/Palos Park) TO (COOK/Palos Park) 127th Street/121st Street, 80th Avenue to 123rd Street/80th Avenue to Southwest Highway De							

**Project Work Types After Revision:** HIGHWAY/ROAD - RESURFACE ( WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	LRA	CONSTRUCTION	10	\$347	\$319		
<b>Financial Data After Revision</b>	LRA	CONSTRUCTION	10	\$395	\$395		

---

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
<b>06-06-0010 Southwest Council of Mayors</b>	CHANGE PROJECT	\$1,064	\$1,064	\$0	0.00%	No	No
VARIOUS LOCATIONS Lake Lorin and Ashbourne Lake Bike Trail Connectors							

**Project Work Types After Revision:** BICYCLE FACILITY  
PEDESTRIAN FACILITY

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	CMAQ	IMPLEMENTATION	09	\$150	\$120	E2/C-LAKE LORIN/ASHBOURNE	
	HPP	ENGINEERING-I	09	\$21	\$17	FY98 \$s	A
	HPP	CONSTRUCTION	09	\$42	\$34		
	HPP	CONSTRUCTION	09	\$63	\$51		
	HPP	ENGINEERING-II	09	\$98	\$78	FY08 \$s	A
	HPP	CONSTRUCTION	09	\$9	\$7		
	HPP	ENGINEERING-I	09	\$37	\$30		
	HPP	CONSTRUCTION	09	\$41	\$33		
	HPP	CONSTRUCTION	09	\$34	\$28		
	HPP	CONSTRUCTION	09	\$176	\$141		
	HPP	CONSTRUCTION	09	\$155	\$124		
	HPP	CONSTRUCTION	09	\$99	\$80		
	HPP	ENGINEERING-I	09	\$43	\$35		
	HPP	CONSTRUCTION	09	\$34	\$28		
	STP-L	CONSTRUCTION	09	\$369	\$258		
<b>Financial Data After Revision</b>	CMAQ	IMPLEMENTATION	09	\$150	\$120	Awarded E2/C-LAKE LORIN/ASH	
	HPP	ENGINEERING-I	09	\$21	\$17	FY98 \$s	
	HPP	CONSTRUCTION	09	\$42	\$34		
	HPP	CONSTRUCTION	09	\$63	\$51		
	HPP	ENGINEERING-II	09	\$98	\$78	FY08 \$s	
	HPP	CONSTRUCTION	09	\$9	\$7		
	HPP	ENGINEERING-I	09	\$37	\$30		
	HPP	CONSTRUCTION	09	\$41	\$33		
	HPP	CONSTRUCTION	09	\$34	\$28		
	HPP	CONSTRUCTION	09	\$176	\$141		
	HPP	CONSTRUCTION	09	\$155	\$124		
	HPP	CONSTRUCTION	09	\$99	\$80		
	HPP	ENGINEERING-I	09	\$43	\$35		
	HPP	CONSTRUCTION	09	\$34	\$28		
	STP-L	CONSTRUCTION	09	\$369	\$258		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
12-06-0025 Will County Council of Mayors S. KANKAKEE ST FROM IL 53 (WILL) TO ROUTE 102 (WILL)	CHANGE PROJECT	\$584	\$799	\$215	36.82%	No	No
Project Work Types After Revision: HIGHWAY/ROAD - WIDEN LANES AND RESURFACE							
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	CONSTRUCTION	09	\$730	\$584		
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$999	\$799		
-----							
Totals for 49 Projects		\$856,314	\$855,359	(\$955)	-0.1%		





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# Bridge Conditions In the CMAP Region

May, 2009

CMAP Congestion Management Process  
Author: Dan Rice

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# BRIDGE CONDITIONS IN THE CMAP REGION

## **1 Introduction**

Bridges provide important linkages that facilitate economic activity and overall regional mobility in Northeastern Illinois. As a result, the physical condition of bridges is a vital consideration for system preservation in terms of both public safety and in regards to the programming of local, state and federal funds.

The purpose of this report is to provide a description of system characteristics and an overview of bridge conditions in the CMAP region. Since CMAP does not maintain staff for regional bridge inspection, it was necessary to [download](#) Illinois state-level data from the USDOT National Bridge Inventory (NBI). CMAP staff extracted data for the CMAP region in order to develop a Microsoft Access database for analysis purposes, and to generate preliminary GIS applications.

## **2 The National Bridge Inventory**

The National Bridge Inspection Standard (NBIS) and the associated National Bridge Inventory (NBI) was established as part of the Federal-Aid Highway Act of 1970, due in part to the national concerns raised by the 1967 collapse of the Silver Bridge that spanned the Ohio River between West Virginia and Ohio. Today, the NBI is a FHWA maintained database that contains over 90 data items for approximately 600,000 condition-rated bridges nationwide. The individual states are required to report the information which includes data such as structure type, age, geometrics, and condition ratings and appraisals for bridges over 20 feet long that carry public roadways.

The NBI is considered the world's most comprehensive database of bridge information and in particular, bridge condition ratings and deficiency status. The primary uses for the NBI database relate to the allocation of federal funding, by way of the Highway Bridge Replacement and Rehabilitation Program (HBRRP), and to provide data for the bi-annual USDOT *Conditions and Performance Reports to Congress (C&P Reports)*.

The NBI is publically available as an end of the year data report, and does not serve as a "real-time" database. Some descriptive data items pertaining to design characteristics are provided in summary level. As noted by the USDOT FY2008 [Performance and Accountability Report](#), as with any dynamic national database, there are always issues regarding data use, data quality and coding consistency.

The NBI is a primary source for national bridge condition for biannual *C&P Report*, which is intended to provide Congress with an objective national appraisal of the physical conditions and operational performance of highways and bridges. This report applies a similar perspective to the bridge in the CMAP region.

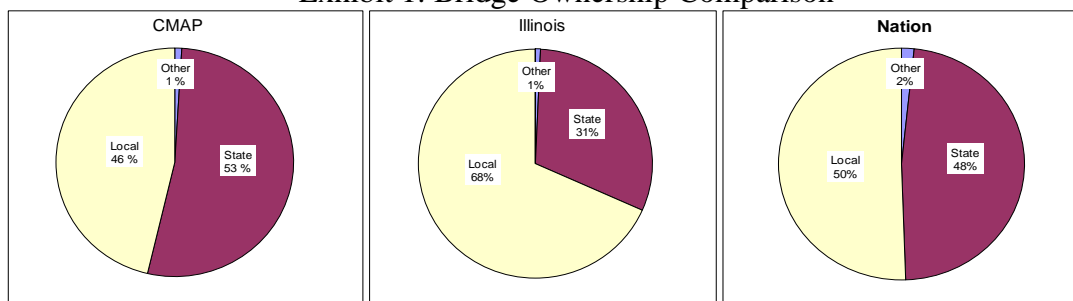
### 3 Regional Bridge System Characteristics

Key data items discussed in the *C&P Report* relate to bridge ownership, year built, functional class of roadway carried, and average daily traffic (ADT) carried, with a particular focus on bridges that carry National Highway System (NHS) routes.

#### 3.1 Bridge Ownership

The bridge *owner* data field (NBI data item 22) includes almost 30 owner agency categories, which are commonly collapsed into federal, state (DOT and other state agencies), local agencies (county, township, and municipal), and other (railroad, Private, unclassified or unknown).

Exhibit 1: Bridge Ownership Comparison

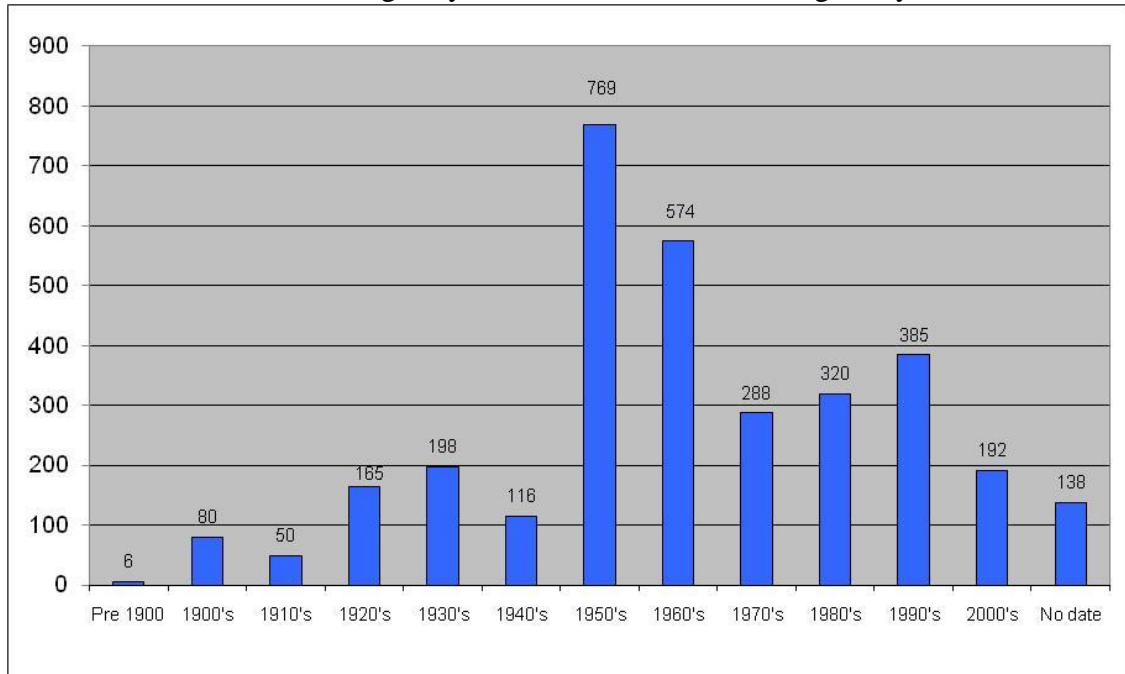


As shown in Exhibit 1, bridge ownership trends in the CMAP region more closely resembles the national ownership pattern, with an approximate 50/50 split between state and local agency ownership. Statewide, 68% of Illinois bridges are owned by local agencies while state agencies own only 31% of bridges in the state. Since the owner agency retains responsibility for bridge conditions, even in the event that a secondary agency is contracted for maintenance, it is important to note that local agencies bear substantial responsibility in both the CMAP region as well as statewide.

#### 3.2 Age of Bridges

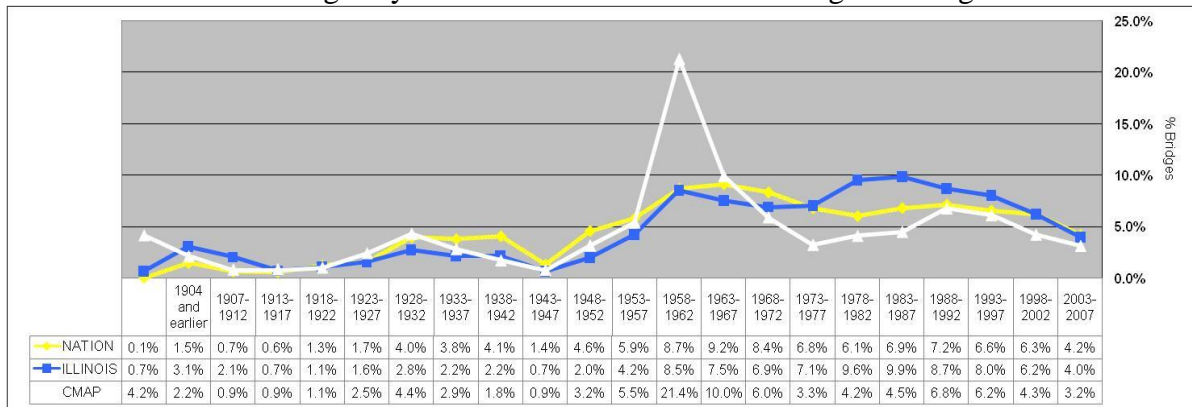
The *year built* data field (NBI data item 27) indicates the year that bridge construction was completed. The [FY 2006 C&P Report](#) identified 1964 as the average year built for all U.S. bridges. Based on CMAP analysis of the Illinois portion of the NBI dataset, the average year built for Illinois was 1968, and 1964 for the CMAP region. Furthermore, as illustrated in Exhibit 2, the NBI indicates that 1,343 (41%) of bridges in the CMAP region were built between 1950 and 1970.

Exhibit 2: Bridges by *Year Built* in the CMAP region by Decade



A five year breakdown of bridge construction is shown in Exhibit 3. This table indicates that 21% (700) bridges in CMAP region were completed between 1958 and 1962, which basically correlates to the bridge construction boom related to the development of Interstate Highway System. During the same period, less than 10% of national and Illinois bridges were built.

Exhibit 3: Bridges by *Year Built* 1958-1962 - Percentage of Bridges



Generally speaking, bridge deck replacement is expected once a bridge reaches 40 to 50 years of life. Between 2008 and 2012, more than one in five bridges in the CMAP region will reach the critical age of 50 years.

### 3.3 Functional Classification

The *functional class* of inventory route data field (NBI data item 26) indicates the functional class of the roadway carried by bridges in the NBI database. As shown in Exhibit 4, bridges that carry vital Interstate routes account for approximately 9% of

bridges across the nation and Illinois. Based on CMAP analysis of the Illinois portion of the NBI dataset, 21% of the bridges in the CMAP region carry Interstate routes, and another 41% of regional bridges carry arterial routes, many of which are on the National Highway System (NHS).

Exhibit 4: NBI Functional Class of Roadway Carried

<b>Bridges Count by Functional System, 2007</b>				<b>Bridge % by Functional System, 2007</b>			
<b>Functional Classification</b>	<b>Nation 2007<sup>(1)</sup></b>	<b>Illinois 2007<sup>(1)</sup></b>	<b>CMAP 2007<sup>(2)</sup></b>	<b>Functional Classification</b>	<b>Nation 2007<sup>(1)</sup></b>	<b>Illinois 2007<sup>(1)</sup></b>	<b>CMAP 2007<sup>(2)</sup></b>
Interstate	56,110	2,239	690	Interstate	9.4%	8.6%	21.1%
Other Arterial	144,271	5,050	1,352	Other Arterial	24.1%	19.4%	41.3%
Collector	160,544	5,352	485	Collector	26.8%	20.6%	14.8%
Local	238,852	13,371	747	Local	39.8%	51.4%	22.8%
<b>Total Bridges</b>	<b>599,777</b>	<b>26,012</b>	<b>3,274</b>				

Sources: (1) [FHWA summary tables](#), and (2) CMAP staff analysis.

Another facet of functional class involves the urban and rural classification. Rural roadways and bridges generally carry lower traffic volumes. The higher traffic volumes carried on urban roadways and bridges tend to increase the overall rate of bridge deterioration, and tend to increase the likelihood for bridges to meet the criteria for functionally obsolete classifications. As shown in Exhibit 5, more than 75% of national and Illinois bridges were classified as rural. Statewide, 77.2% of Illinois bridges carry rural roadways, while 90% of the bridges in CMAP region carry urban roadways.

Exhibit 5: Functional Class Rural/Urban Split.

<b>Bridges Count by Functional System, 2007</b>				<b>Bridge % by Functional System, 2007</b>			
<b>Functional Classification</b>	<b>Nation 2007<sup>(1)</sup></b>	<b>Illinois 2007<sup>(1)</sup></b>	<b>CMAP 2007<sup>(2)</sup></b>	<b>Functional Classification</b>	<b>Nation 2007<sup>(1)</sup></b>	<b>Illinois 2007<sup>(1)</sup></b>	<b>CMAP 2007<sup>(2)</sup></b>
<b>Rural</b>				<b>Rural</b>			
Interstate	27,913	938	8	Interstate	4.7%	3.6%	0.2%
Other Arterial	77,190	2,352	40	Other Arterial	12.9%	9.0%	1.2%
Collector	144,847	4,539	84	Collector	24.2%	17.4%	2.6%
Local	210,644	12,244	172	Local	35.1%	47.1%	5.2%
<b>Subtotal Rural</b>	<b>460,594</b>	<b>20,073</b>	<b>304</b>	<b>Subtotal Rural</b>	<b>76.8%</b>	<b>77.2%</b>	<b>9.3%</b>
<b>Urban</b>				<b>Urban</b>			
Interstate	28,197	1,301	682	Interstate	4.7%	5.0%	20.8%
Other Arterial	67,081	2,698	1,312	Other Arterial	11.2%	10.4%	40.1%
Collector	15,697	813	401	Collector	2.6%	3.1%	12.2%
Local	28,208	1,127	575	Local	4.7%	4.3%	17.6%
<b>Subtotal Urban</b>	<b>139,183</b>	<b>5,939</b>	<b>2,970</b>	<b>Subtotal Urban</b>	<b>23.2%</b>	<b>22.8%</b>	<b>90.7%</b>
<b>Total Bridges</b>	<b>599,777</b>	<b>26,012</b>	<b>3,274</b>				

Sources: (1) [FHWA summary tables](#), and (2) CMAP staff analysis.

### 3.4 National Highway System Bridges

The *highway system of inventory route* field (NBI data item 104) indicates bridges that carry National Highway System (NHS) routes. As shown in exhibit 6, bridges that carry NHS routes account for approximately 19% of national and 14% of Illinois bridges. Based on CMAP analysis of the Illinois portion of the NBI dataset, 36% of the bridges in the CMAP region carry NHS routes, and about half of the CMAP region's NHS bridges are Interstate routes which are also the backbone of the Department of Defense's (DoD) STRAHNET system.

Exhibit 6: Bridges that Carry NHS Routes

	<b>NHS Bridges</b>	<b>All Bridges</b>	<b>% NHS</b>
<b>Nation</b>	116,145	599,766	19.4%
<b>Illinois</b>	3,627	25,998	14.0%
<b>CMAP</b>	1,196	3,274	36.5%

The NHS consists of the Interstate system, principal arterials and intermodal connectors, and the Strategic Highway Network (STRAHNET) and its connectors. According to the [FY2006 C&P Report](#), while the NHS makes up only 4% of total US mileage, the NHS carried more than 44% of total U.S. travel in 2004. Although approximately only 20 % of all US bridges carried NHS routes, these bridges had almost 50% of total deck area on all bridges, and carried more than 70% of total bridge traffic in 2004. As a result, FHWA has emphasized bridges that carry the NHS with regards to national performance measures. Frequently these performance measures are defined in terms of the number of deficient bridges, sometimes only in terms of structurally deficient bridges, and in some cases FHWA performance measures include reference to total bridge deck area and traffic volumes carried.



## **4 NBI Bridge Condition Categories**

In the *C&P Reports*, bridge performance is usually discussed in terms of bridges that are “deficient” and bridges that are “not deficient”. The NBI coding manual specifies criteria for two types of deficient bridges, either structurally deficient or functionally obsolete; and all bridges that do not meet either criteria are classified as bridges that are not deficient. The NBI *status* data field contains the bridge condition rating.

Bridge inspections are typically conducted on a bi-annual basis, with *fracture critical* bridges (bridge designs with non-redundant structural elements) inspected annually. Also, FHWA may permit 4 year inspection cycles for some recently built and highly rated bridges. Bridge owners are required to report inspection and condition information (annually at a minimum). Condition ratings range from a low of 0 up to 9 and are used to determine the final bridge condition *status* rating.

### **4.1 Structurally Deficient Bridges**

The structurally deficient (SD) rating refers to bridges with one or more structural defects that require attention. While a bridge classified as SD is the most severe condition, it does not necessarily mean that a bridge is unsafe; although the posting of vehicle weight restrictions may be required. NBI criteria for a structurally deficient bridge rating are shown in Exhibit 7. Additional information on appraisal rating codes is included in section 4.3.

#### **Exhibit 7: Criteria for Structurally Deficient Classification**

Source: [FHWA FAPG 23 CFR 650, Subpart D Non-Regulatory Supplement](#)

<u>A condition rating of 4 or less for any of the following data items:</u>	<u>Or a condition appraisal rating of 2 or less for any of the following data items:</u>
<ul style="list-style-type: none"><li>• Item 58 Deck Rating, or</li><li>• Item 59 Superstructure Rating, or</li><li>• Item 60 Substructure Rating, or</li><li>• Item 62 Culvert &amp; Retaining Wall Rating</li></ul>	<ul style="list-style-type: none"><li>• Item 67 Structural Evaluation, or</li><li>• Item 71 Waterway Adequacy</li></ul>

A full listing of condition ratings as described in the NBI Coding manual is shown below:

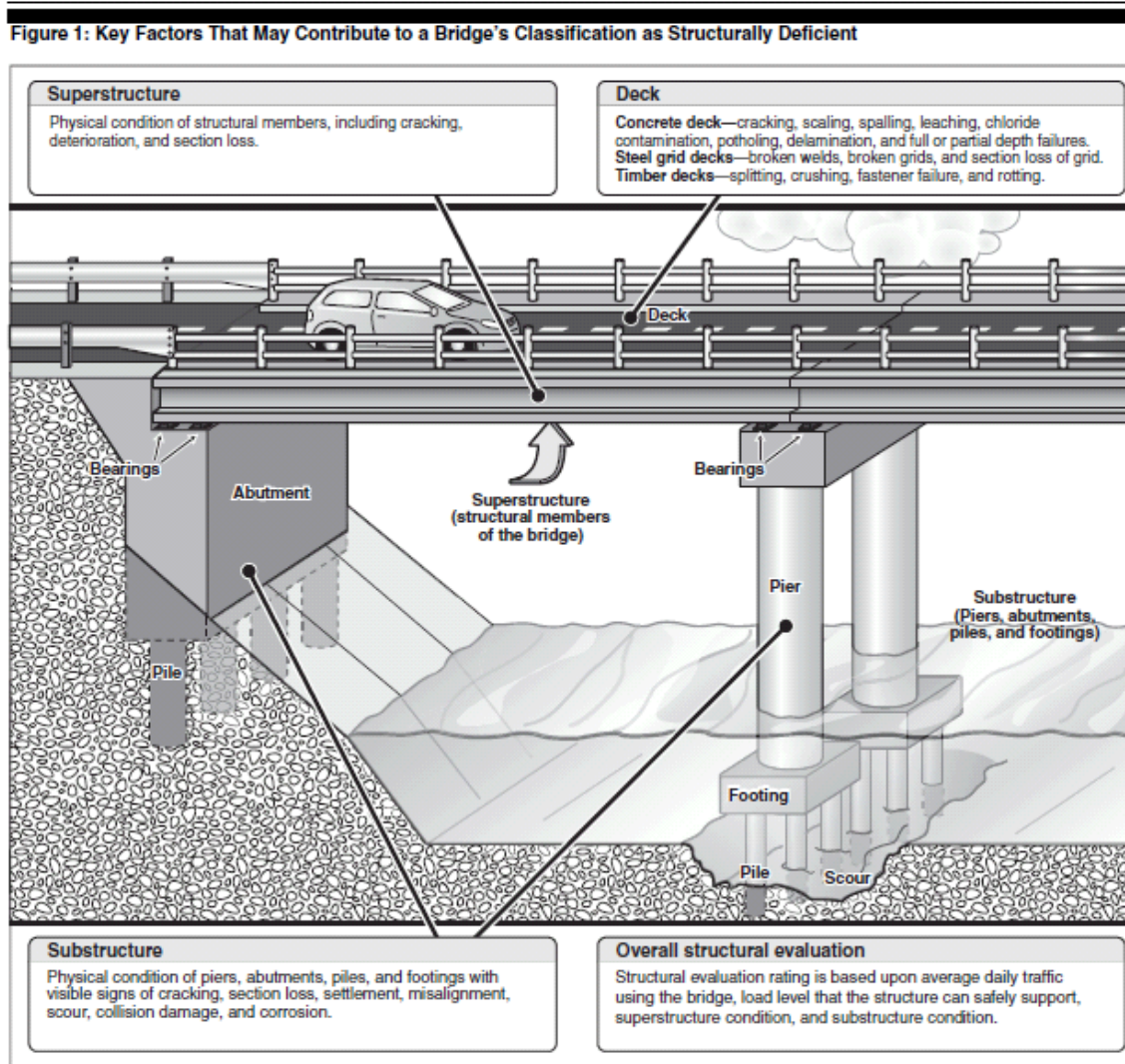
- 9 EXCELLENT CONDITION
- 8 VERY GOOD CONDITION - no problems noted.
- 7 GOOD CONDITION - some minor problems.
- 6 SATISFACTORY CONDITION - structural elements show some minor deterioration.
- 5 FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
- 4 POOR CONDITION - advanced section loss, deterioration, spalling or scour.
- 3 SERIOUS CONDITION - loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
- 2 CRITICAL CONDITION - advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.

- 1 "IMMINENT" FAILURE CONDITION - major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
- 0 FAILED CONDITION - out of service - beyond corrective action.

Exhibit 8 provides a graphic example of key factors affecting SD classification, and also provides examples of some of the most common types of deterioration that impact bridge condition.

### Exhibit 8: Key Factors for Classification as Structurally Deficient Bridge

Source: [GAO-08-1043, pg13](#), September 2008



Source: GAO.

## 4.2 Functionally Obsolete Classification

The functionally obsolete (FO) rating refers to bridges with existing geometric issues that do not meet current design standards based on current traffic demands. While these bridges are considered deficient, a bridge classified as FO does not necessarily

mean that a bridge is unsafe. NBI criteria for a functionally obsolete bridge rating are shown in Exhibit 9.

#### Exhibit 9: Criteria for Functionally Obsolete Classification

Source: [FHWA FAPG 23 CFR 650 Subpart D, Non-Regulatory Supplement](#)

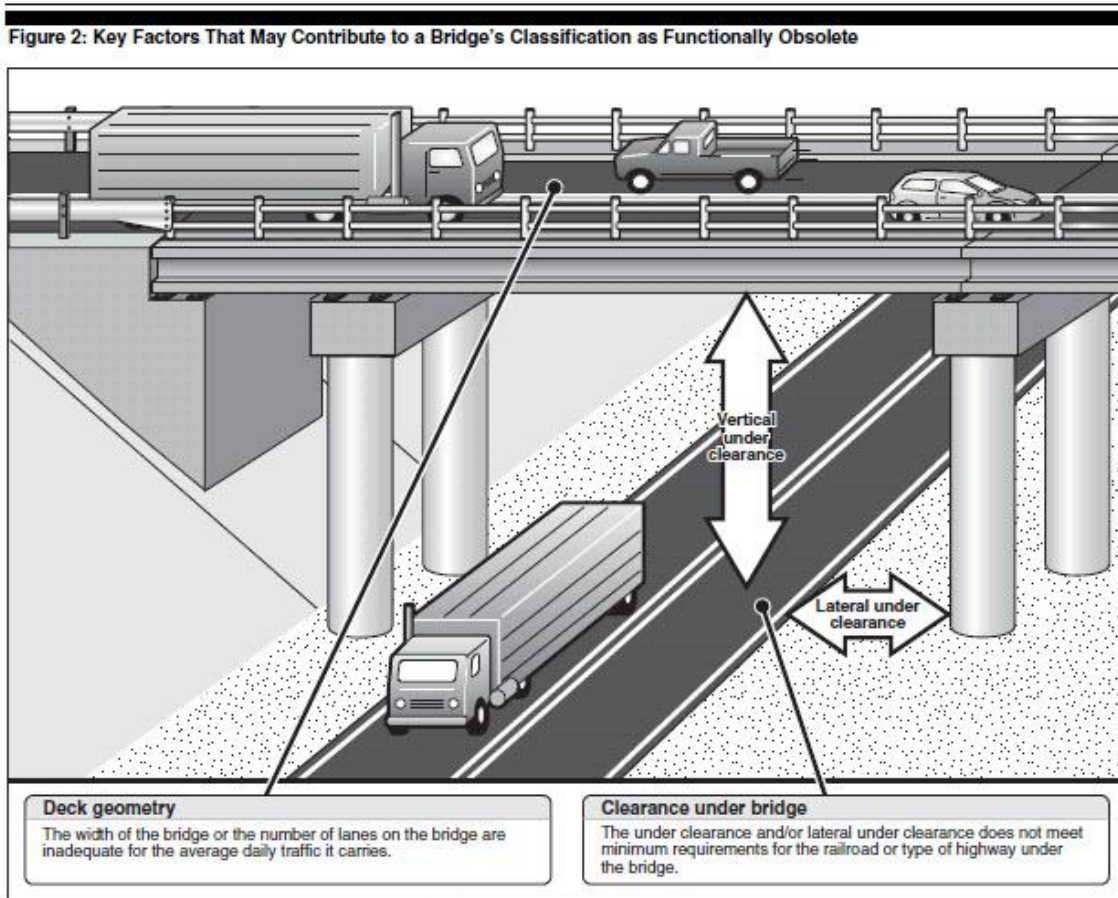
<p><u>A condition rating of 3 or less for any of the following data items:</u></p> <ul style="list-style-type: none"> <li>• Item 68 Deck Geometry Rating, or</li> <li>• Item 69 Underclearance Rating, or</li> <li>• Item 72 Approach Roadway Alignment Rating</li> </ul>	<p><u>Or a condition appraisal rating of 3 or less for any of the following data items:</u></p> <ul style="list-style-type: none"> <li>• Item 67 Structural Evaluation, or</li> <li>• Item 71 Waterway Adequacy</li> </ul>
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The same condition descriptions described in the previous section also apply to the functionally obsolete bridge classification. Additional detail regarding the appraisal rating descriptions will be included in section 4.3 *Structural Evaluation*.

Exhibit 10 provides a graphic example of key factors affecting FO classification, which also provides examples of some of the most common types of deterioration that impact bridge condition.

#### Exhibit 10: Key Factors for Classification as Functionally Obsolete Bridge

Source: [GAO-08-1043, pg 15](#), September 2008



Source: GAO.

It is possible for a bridge to meet the criteria for both SD and FO, in which case the bridge is considered Structurally Deficient.

#### 4.3 Structural Evaluation

The *structural evaluation* data field (NBI data item 67) is an appraisal rating that describes bridge condition relative to current design criteria, and identifies bridges requiring priority treatment.

The structural evaluation data item is calculated based on reported condition ratings from the field inspection report. A full listing of the range of condition appraisal ratings as described in the NBI Coding manual is shown below:

- 9 Superior to present desirable criteria
- 8 Equal to present desirable criteria
- 7 Better than present minimum criteria
- 6 Equal to present minimum criteria
- 5 Somewhat better than minimum adequacy to tolerate being to be left in place as is
- 4 Meets minimum tolerable limits to be left in place as is
- 3 Basically intolerable requiring high priority of corrective action
- 2 Basically intolerable requiring high priority of replacement
- 1 This value of rating code not used
- 0 Bridge closed

The *structural evaluation* data item rates bridges relative to current design criteria, adds a prioritization perspective, and is considered by some to be the truest measure of the structural fitness of a bridge. This data item provides an overall rating of bridge condition based on the separately rated structural components of the bridge.

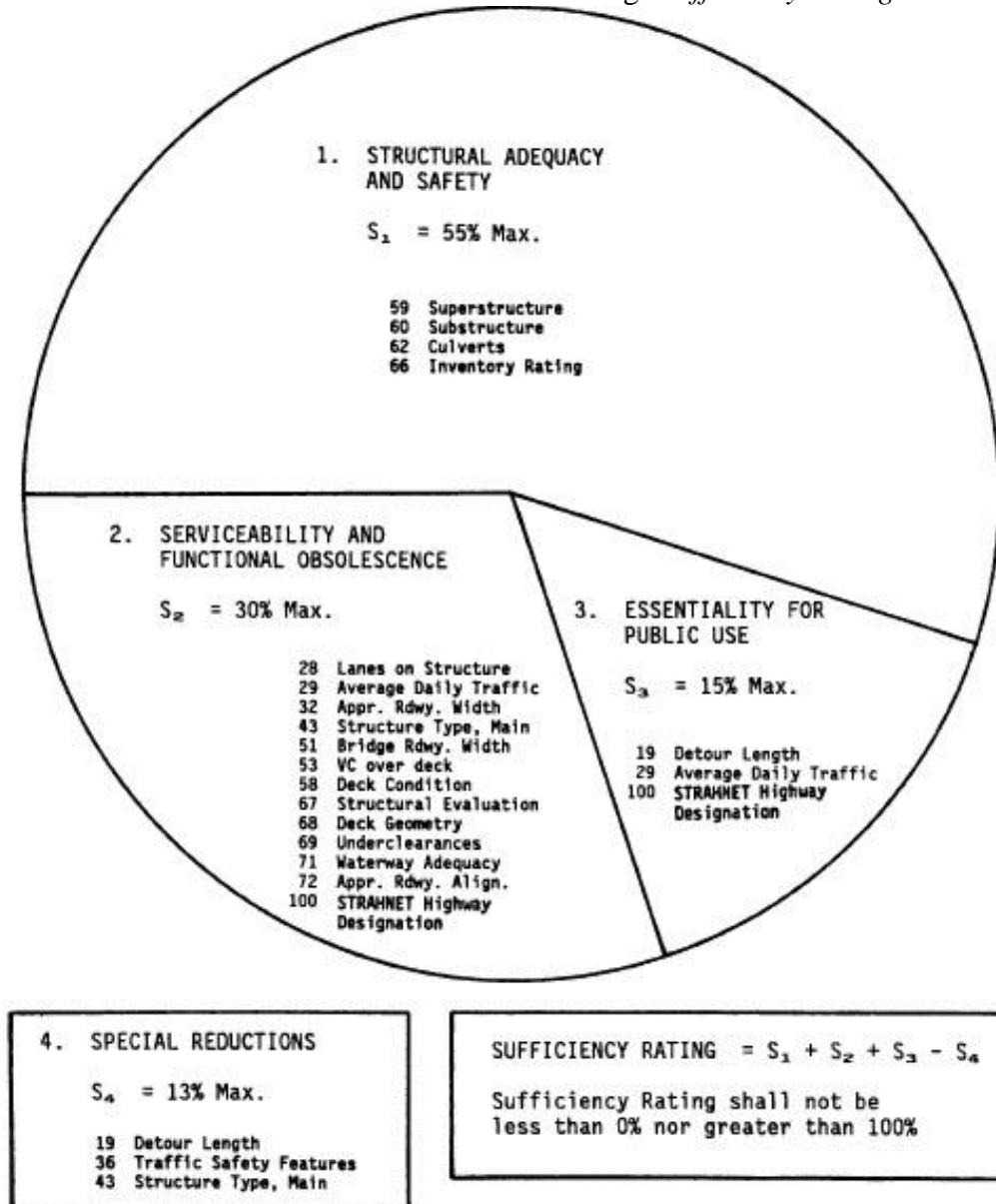
Forecasting the rate of bridge deterioration is a complex issue that involves a wide range of considerations including local climate, bridge design type and materials, bridge length, various detailed bridge characteristics, as well as overall traffic and truck volumes. Predictive models, such as Pontis, are usually involved in the forecast process as part of statewide bridge management systems. For additional information regarding national initiatives regarding prioritizing bridge replacement and rehabilitation, see [House Report 110-750](#) - National Highway Bridge Reconstruction and Inspection Act of 2007, which promoted the need to develop an improved risk-based and data driven process for states to assign priority for the replacement and rehabilitation of all federal-aid bridges.



#### 4.4 Sufficiency Rating

Sufficiency Rating (SR) represents a measure of a bridge's sufficiency to remain in service. The Sufficiency Rating (SR) formula is a method of evaluating highway bridge data by calculating four separate factors to obtain a numeric value which is indicative of bridge sufficiency to remain in service. This data item ranges from a low value of 0 to a high value of 100. The SR data item is determined through the complicated calculation process illustrated in Exhibit 11, and the calculation of this data item is described in a six page appendix in the NBI coding manual, [Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges](#), FHWA 1995. .

Exhibit 11: Calculation of NBI Bridge Sufficiency Rating



Source: Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges, FHWA, 1995

The Sufficiency Rating is used to establish the Federal Eligible Bridge list, which then is used to calculate the annual Highway Bridge Replacement and Rehabilitation Program (HBRRP) apportionment at the state level. If a bridge has a sufficiency rating less than 81 and it is classified as a deficient bridge (either structurally deficient or functionally obsolete) then it becomes eligible for HBRRP funding, as shown in Exhibit 12.

### Exhibit 12: Sufficiency Rating Criteria for HBRRP Funding Eligibility

Source: [GAO-08-1043, pg 16](#), September 2008

Figure 3: Process for Designating Bridges as Eligible for HBP Funding

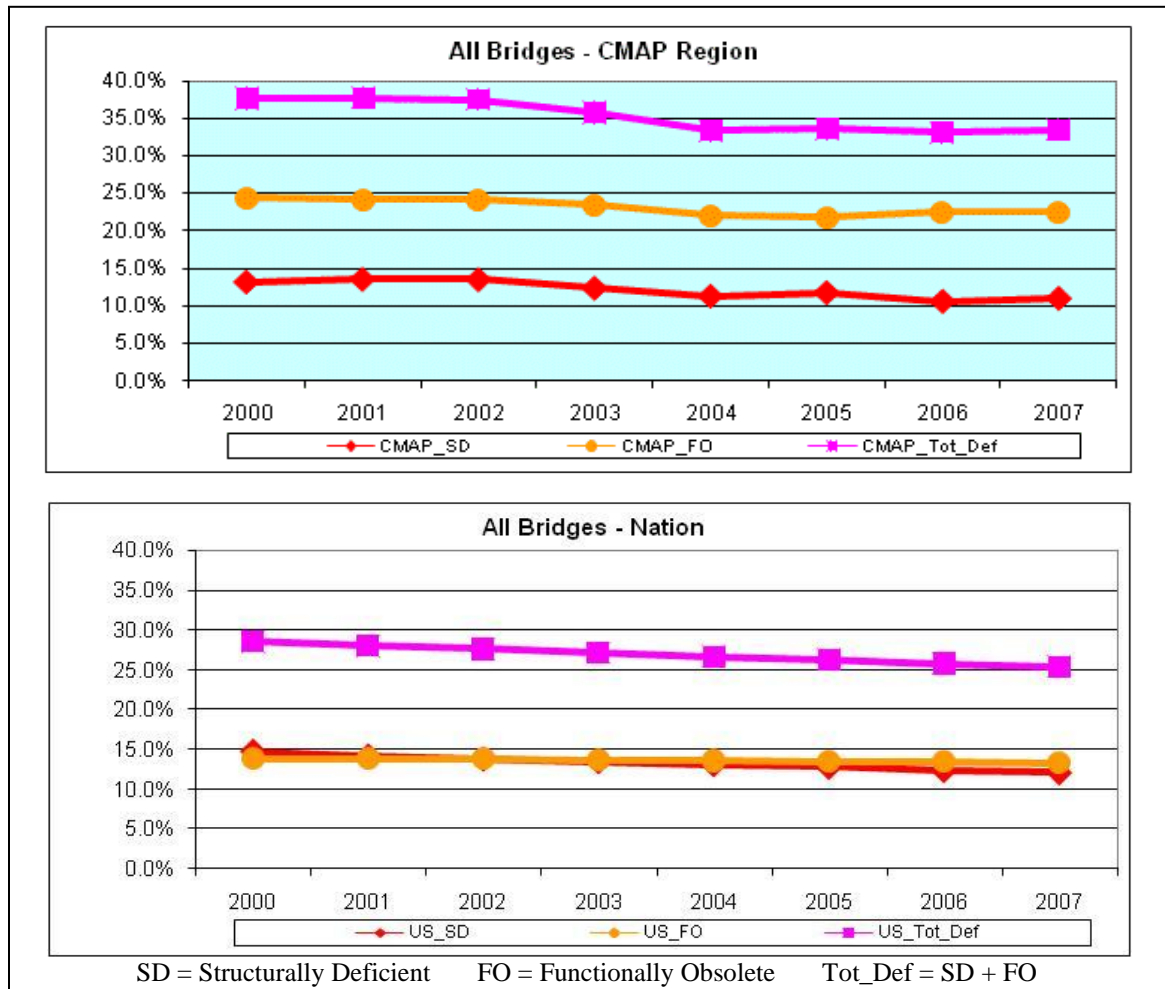
Bridge classification		Sufficiency rating		Eligibility for Highway Bridge Program funds
<b>Not deficient</b> Bridges with acceptable condition, configuration, and design	or	81 - 100	=	<b>Not eligible</b> (classified as not deficient and/or having a higher than 80 sufficiency rating)
<b>Deficient</b>  <b>Structurally deficient</b> Bridges in poor condition.  or  <b>Functionally obsolete</b> Bridges with poor configuration and/or design.	and	50 - 80	=	<b>Eligible for rehabilitation</b> (classified as structurally deficient or functionally obsolete with a sufficiency rating of 80 or less)
		0 - 49	=	<b>Eligible for replacement or rehabilitation</b> (classified as structurally deficient or functionally obsolete with a sufficiency rating of less than 50)

Sources: GAO analysis of FHWA data.

## 5 Bridge Conditions: Historical Trends and 2007 Conditions

According to NBI data, there has been almost a 40% decline in the number of structurally deficient bridges over the period 1992 through 2007. The NBI reported over 120,000 structurally deficient bridges across the nation in 1992, compared to approximately 72,500 in 2007. Over the same time period structurally deficient bridges in Illinois declined by 43%, and 35% within the CMAP region. These improvements were achieved despite significant increases in traffic volumes over the same period.

Exhibit 13: Historic Trends: CMAP Region and the Nation

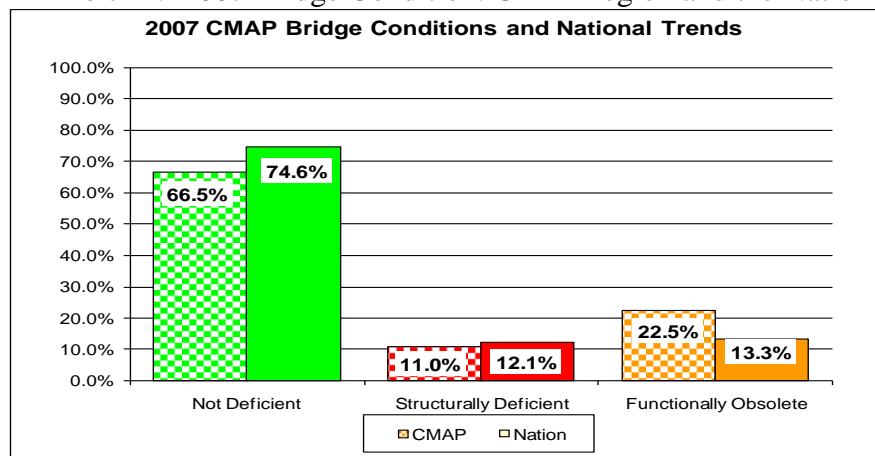


As shown in Exhibit 13, bridge conditions in the CMAP region show similar overall progress, but there is a significant difference related to the large component of functionally obsolete bridges in the CMAP region. The percentage of structurally deficient bridges for both the CMAP region and nation were similar, and have both generally declined from 15% to 10%. The percentage of functionally obsolete bridges also declined for the CMAP region, although the regional rate is shown to be almost double the national rate.

A comparison of 2007 bridge condition between the CMAP region and the nation is shown in Exhibit 14. Based on review of the 2007 NBI database the percentage of structurally deficient bridges (11.0%) in the CMAP region is actually lower than the

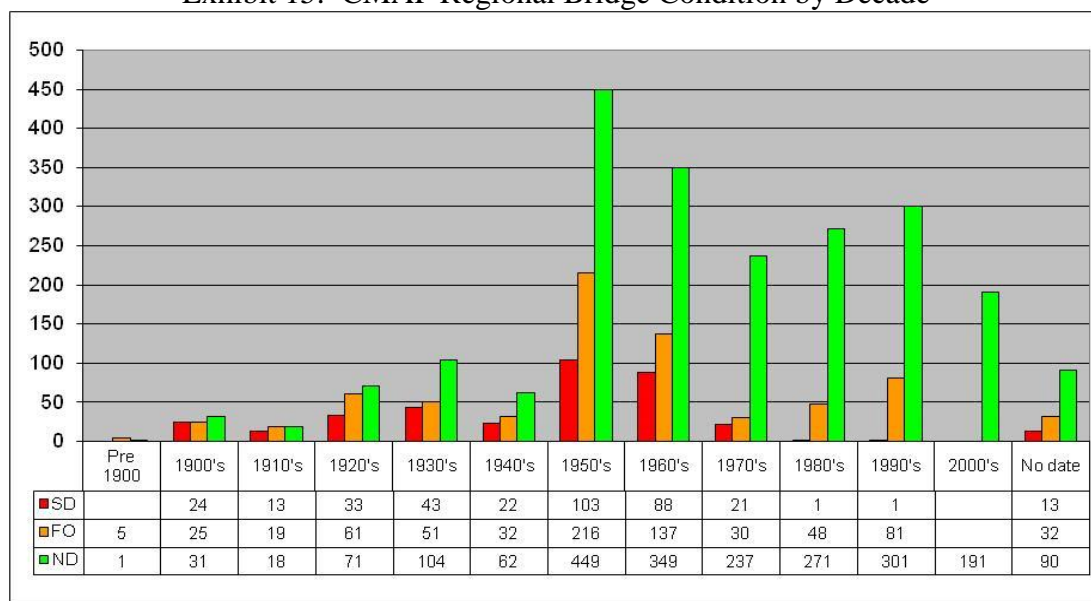
national percentage of 12.1%. However, 22.5% of bridges in the CMAP region have met the criteria for functionally obsolete bridges, compared to only 13.3% nationwide. Although the structurally deficient category is the most serious concern, functionally obsolete bridges are also considered deficient. As a result, 74.6% of the nation's bridges were reported as not deficient, while only 66.5% of bridges in the CMAP region were not deficient.

Exhibit 14: 2007 Bridge Condition: CMAP region and the Nation



Further review of NBI data shows a clear relationship between the age of bridges and the onset of deficient bridge conditions. As shown in Exhibit 15, the number bridges classified as deficient rise sharply with bridges built in the 1950's and 1960's. This is a critical issue for major bridge rehabilitation work, such as bridge deck replacement, which is expected once a bridge reaches 40 to 50 years of life. As discussed in section 3.2, in the time period between 2008 and 2012 more than one in five bridges in the CMAP region will reach the critical age of 50 years, with many of these already classified as deficient bridges.

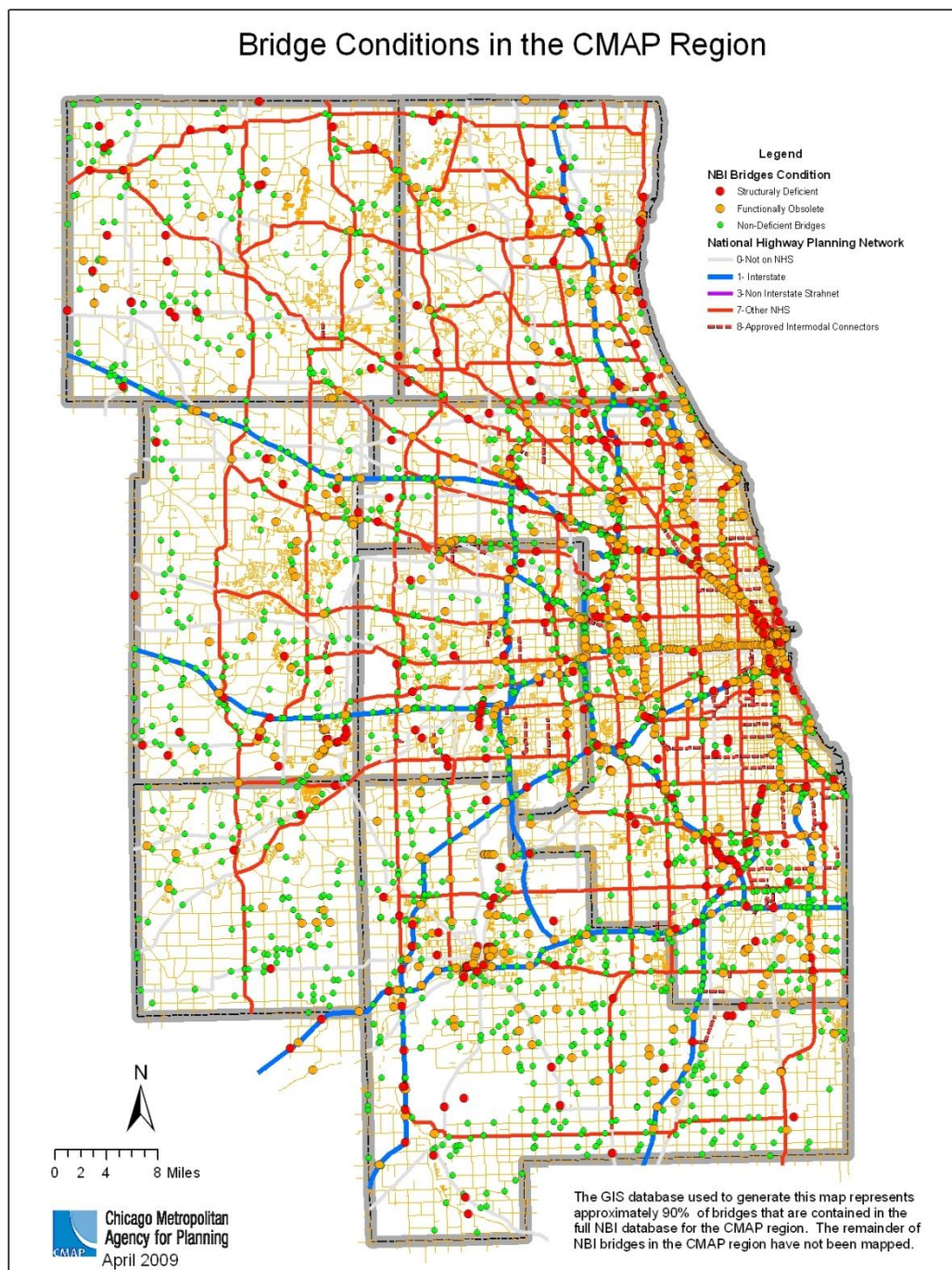
Exhibit 15: CMAP Regional Bridge Condition by Decade





CMAP staff developed a GIS coverage for NBI bridges for which location information was available. The map shown in Exhibit 16, along with others included in the Appendix, present a spatial distribution of NBI bridge conditions in the CMAP region. This GIS coverage includes about 90% of NBI bridges in the region.

Exhibit 16: Geographic Distribution of NBI Bridges in the CMAP Region

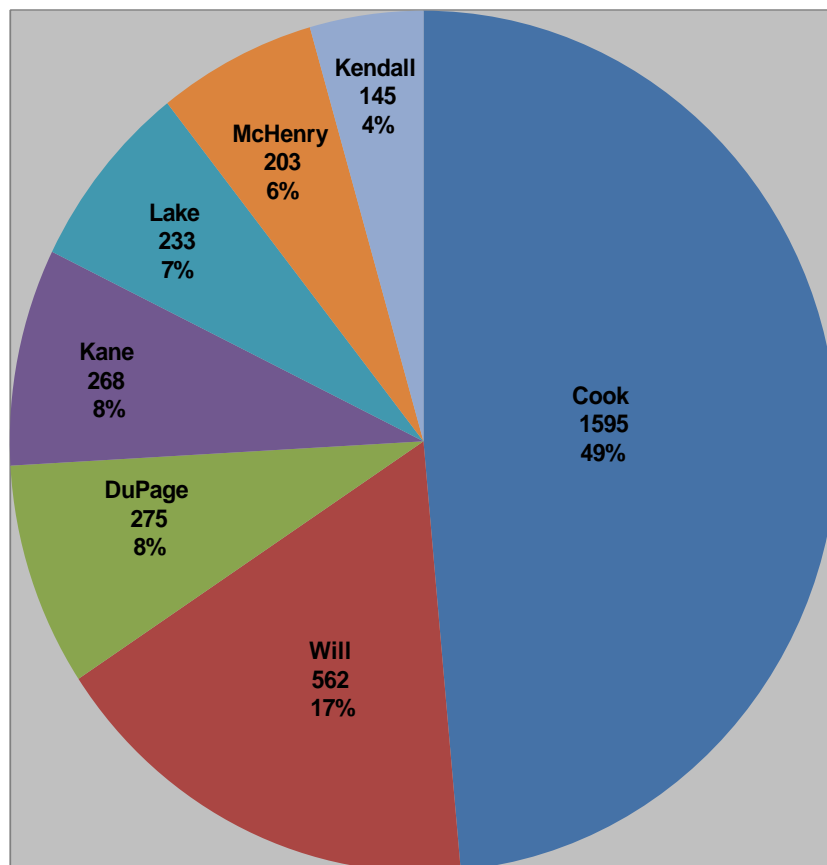


## **6 2007 Bridge Condition by County Geography**

This section summarizes 2007 bridge condition based on county geography, and provides a spatial perspective on bridge conditions – with a focus on “where” bridges are located. For example, discussion of “Cook County” bridge conditions presents a summary of overall conditions within the county, and should not be interpreted to mean that the Cook County Highway Department owns or is responsible for all of these bridges.

The CMAP planning region consists of seven full counties: Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. One township in Grundy County (Aux Sable) has also been included in the CMAP transportation planning area, and for the purposes of this report, Aux Sable Township bridges will be included with Kendall County totals and averages. A distribution of bridges by county geography is shown in Exhibit 17.

Exhibit 17: NBI Bridges by County Geography



Section 6.1 summarizes the CMAP region from the perspective of county geographies based on information from Exhibit 18, and the individual county geographies are discussed in sections 6.2 through 6.8.

Exhibit 18: 2007 Bridge Condition Statistics by County Geography

<u>Number of Bridges</u>	<b>Cook</b>	<b>DuPage</b>	<b>Kane</b>	<b>Kendall*</b>	<b>Lake</b>	<b>McHenry</b>	<b>Will</b>	<b>CMAP Region</b>
<b>Structurally Deficient</b>	191	30	22	5	38	20	56	362
<b>Functionally Obsolete</b>	476	38	45	13	46	23	96	737
<b>Deficient</b>	667	68	67	18	84	43	152	1,099
<b>Not Deficient</b>	923	207	200	127	149	160	409	2,175
<b>Total NBI Bridges</b>	1,590	275	267	145	233	203	561	3,274
<b>% Regional NBI Bridges</b>	<b>48.6%</b>	<b>8.4%</b>	<b>8.2%</b>	<b>4.4%</b>	<b>7.1%</b>	<b>6.2%</b>	<b>17.1%</b>	

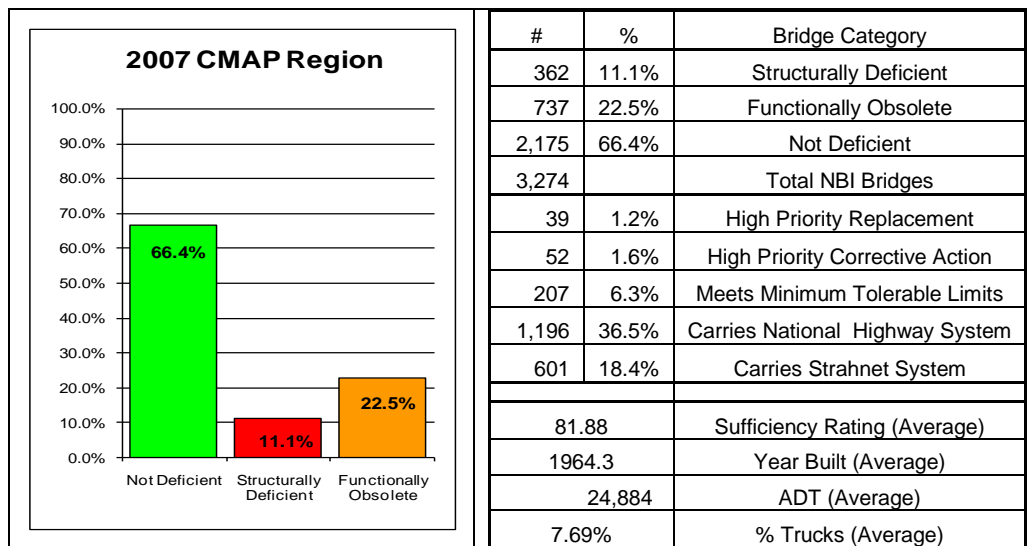
<b>High Priority Replacement</b>	14	3	1	1	9	4	7	<b>39</b>
<b>High Priority Corrective Action</b>	26	8	0	0	6	6	6	<b>52</b>
<b>Meets Minimum Tolerable Limits</b>	101	16	18	4	18	20	30	<b>207</b>
<b>Carries NHS</b>	769	120	60	12	74	38	123	<b>1,196</b>
<b>Carries Strahnet System</b>	424	65	19	4	18	2	69	<b>601</b>

<u>Percentage of County</u>	<b>Cook</b>	<b>DuPage</b>	<b>Kane</b>	<b>Kendall*</b>	<b>Lake</b>	<b>McHenry</b>	<b>Will</b>	<b>CMAP Region</b>
<b>Structurally Deficient</b>	12.0%	10.9%	8.2%	3.4%	16.3%	9.9%	10.0%	<b>11.1%</b>
<b>Functionally Obsolete</b>	29.9%	13.8%	16.9%	9.0%	19.7%	11.3%	17.1%	<b>22.5%</b>
<b>Not Deficient</b>	58.1%	75.3%	74.9%	87.6%	63.9%	78.8%	72.9%	<b>66.4%</b>
<b>High Priority Replacement</b>	0.9%	1.1%	0.4%	0.7%	3.9%	2.0%	1.2%	<b>1.2%</b>
<b>High Priority Corrective Action</b>	1.6%	2.9%	0.0%	0.0%	2.6%	3.0%	1.1%	<b>1.6%</b>
<b>Meets Minimum Tolerable Limits</b>	6.4%	5.8%	6.7%	2.8%	7.7%	9.9%	5.3%	<b>6.3%</b>
<b>Carries NHS</b>	48.4%	43.6%	22.5%	8.3%	31.8%	18.7%	21.9%	<b>36.5%</b>
<b>Carries Strahnet System</b>	26.7%	23.6%	7.1%	2.8%	7.7%	1.0%	12.3%	<b>18.4%</b>

<u>County Averages</u>	<b>Cook</b>	<b>DuPage</b>	<b>Kane</b>	<b>Kendall*</b>	<b>Lake</b>	<b>McHenry</b>	<b>Will</b>	<b>CMAP Region</b>
<b>Sufficiency rating</b>	80.2	83.11	82.48	89.79	79.59	80.72	85.63	<b>81.9</b>
<b>Year Built</b>	1960.1	1969.2	1964	1978.9	1962.2	1965.8	1970	<b>1964.3</b>
<b>ADT</b>	36,662	35,137	10,848	3,737	14,210	5,112	10,157	<b>24,884</b>
<b>% Trucks</b>	8.25%	6.87%	7.74%	6.68%	5.15%	8.42%	7.53%	<b>7.69%</b>

Kendall\* includes bridges in Kendall County and from Aux Sable Township in Grundy County.

## 6.1 CMAP Region by County Geography



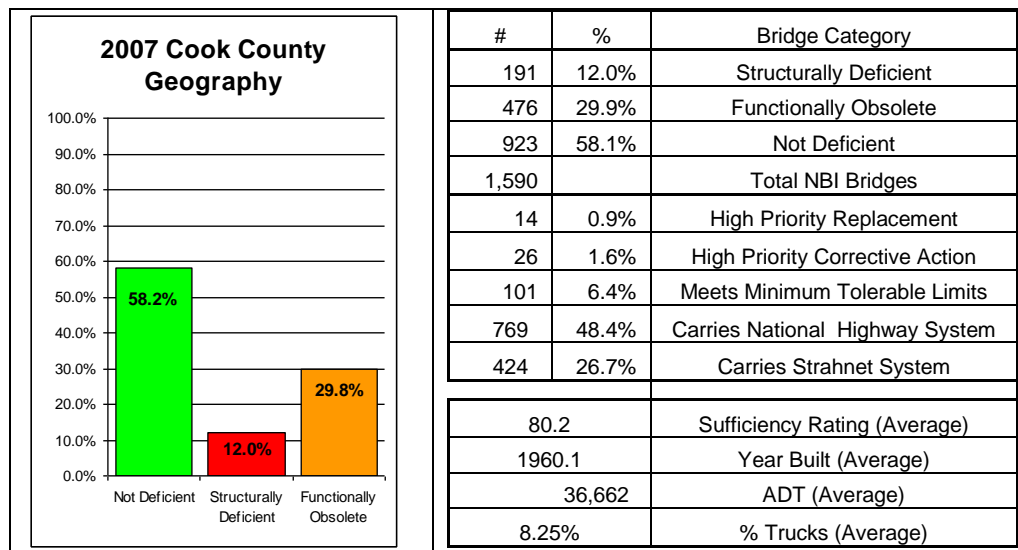
The 2007 NBI reported that 3,274 bridges were geographically located within the CMAP region. The average bridge was built in 1964, with a 2007 average Sufficiency rating of 81.9. Within the CMAP region a total of 362 bridges (11.1 %) were classified as structurally deficient, and another 737 (22.5%) as functionally obsolete. Region-wide, based on the structural evaluation field (NBI data item 67), there were 39 (1.2%) bridges identified as “high priority for replacement,” 52 (1.6%) “High Priority for Corrective Action,” and another 207 (6.3%) bridges that “meet minimum tolerable limits to be left in place as is.”

Observations regarding bridges within the CMAP Region by county geography include:

- **Structurally Deficient Bridges:** 362 (11.1%) of bridges in the region were classified as structurally deficient. Approximately 80 % of SD bridges were located within 3 Counties: Cook 53%, Will 16% and Lake 11%.
- **Functionally Obsolete Bridges:** 737 (22.5%) of bridges in the region were classified as Functionally Obsolete. Almost 80% were located within 2 Counties: Cook 65% and Will 13%.
- **High Priority for Replacement:** 39 (1.2%) of bridges in the region were identified as HP Replacement. More than 75% of these bridges were located within 3 Counties: Cook 36%, Lake 23%, and Will 18%.
- **High Priority for Corrective Action:** 52 (1.6%) of bridges in the region were identified as HP Corrective Action Bridges. 50% of these bridges were located with Cook County. There was a relatively even split of the other 50% between DuPage, Lake, McHenry and Will Counties.
- **Minimum Tolerable:** 207 (6.3%) of bridges in the region were identified as minimum tolerable bridges. Nearly 65% of these bridges were located within 2 Counties: Cook 49% and Will 14%.
- **NHS Bridges:** 1,196 (36.5%) of bridges in the region carry NHS routes. Almost 85% of NHS bridges were located within 3 counties: Cook 64%, Will 10%, and DuPage 10%.

- Year Built: the average bridge in the region was built in 1964. Region-wide, county averages range from 1960 in Cook County to 1978 in Kendall County.
- Sufficiency Rating: the regional 2007 average bridge sufficiency rating was 81.9. Region-wide county averages ranged between low ratings of 79.6 in Lake and 80.0 in Cook Counties up to 89.8 in Kendall County.
- STRAHNET Bridges: 601 (18.4%) of bridges in the region carried STRAHNET routes. More than 90% of STRAHNET bridges were located in 3 Counties: Cook 70%, Will 12% and DuPage 11%.
- ADT Carried: the average bridge in the region carried an ADT of 24,884. ADT ranges as high as 300,000 vehicles per day; and 137 (4%) of bridges carried more than 100,000 vehicles per day. More than 97% of these bridges were located within 2 Counties: Cook 85% and DuPage 13%. 1,459 bridges, 45% of total regional bridges, carried traffic levels below 10,000 ADT.
- % Truck Traffic Carried: the average bridge in the region carried an average of 7.7% truck traffic, which calculates to an average of 1,900 Truck ADT per bridge. Based on 2007 NBI data, there were 140 bridges that carried average truck volumes in excess 10,000 trucks per day, with 80% reported within Cook County with another 11% in DuPage County.
- Fracture Critical Bridges: 100 (3.1%) of bridges in the region were classified as fracture critical bridges. More than 90% of these *fracture critical* bridges were located within Cook (78%) and Will (13%) Counties.
- Navigation Control Required: 116 (3.5%) of bridges in the region were classified as requiring *navigational control* on a waterway. All 116 of these bridges were located within Cook and Will Counties, with 102 and 14 respectively.

## 6.2 Cook County

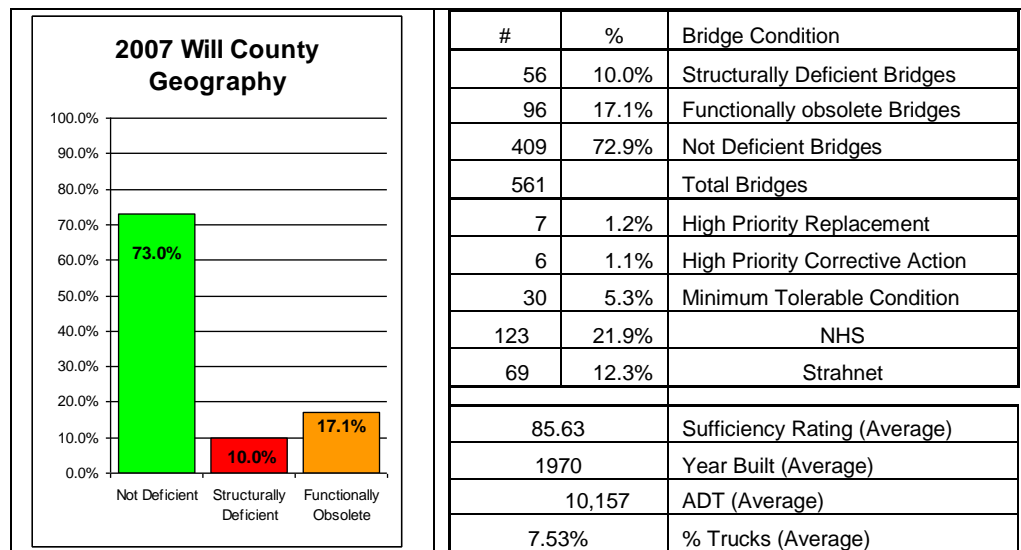


The 2007 NBI reported that 1,590 bridges, 48.6% of bridges in the CMAP region, were geographically located within Cook County. The average bridge in Cook County was built in 1960, with a 2007 average sufficiency rating of 80.2. A total of 191 bridges (12.0%) were classified as structurally deficient, and another 476 (29.9%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there were 14 (0.9%) bridges identified as “high priority for replacement,” 26 (1.6%) “high priority for corrective action,” and another 101 (6.4 %) bridges that “meet minimum tolerable limits to be left in place as is.”

Major observations regarding bridges within Cook County include:

- The average bridge in Cook County was built in 1960, which was 4 years older than the regional average. At the county level of geography, Cook County bridges were the oldest in the region.
- The average bridge sufficiency rating was the 2<sup>nd</sup> worst in the region. The average bridge in Cook County met the sufficiency rating criteria for HBRRP funding eligibility.
- The Cook County rate for structurally deficient was the 2<sup>nd</sup> worst, functionally obsolete was the worst, and for total deficient bridges was the worst in the CMAP region. Approximately 42% of the bridges in Cook County were classified as deficient.
- Cook County bridges carried the highest ADT in the CMAP Region.
- 64% of bridges that carry NHS routes, and 72% of bridges that carry expressways are geographically within Cook County.

### 6.3 Will County



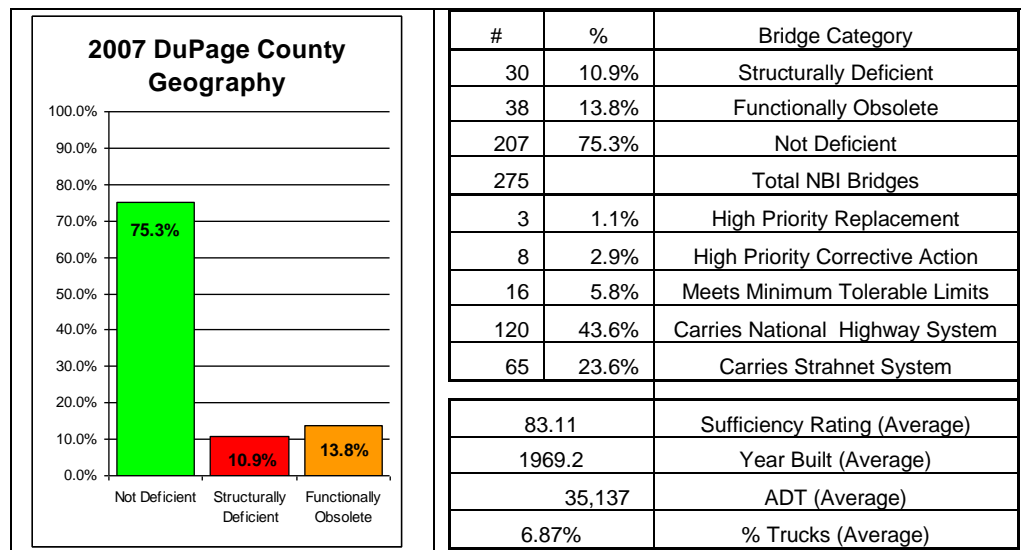
The 2007 NBI reported that 561 bridges, 17.1% of bridges in the CMAP region, were geographically located within Will County. The average Will County bridge was built in 1970, with a 2007 average sufficiency rating of 85.6. A total of 56 bridges (10.0%) were classified as structurally deficient, 96 (17.1%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there were 7 (1.2%) bridges identified as “high priority for replacement,” 6 (1.1%) “high priority for corrective action,” and another 30 (5.3%) bridges that “meet minimum tolerable limits to be left in place as is.”

Major observations regarding bridges within Will County include:

- The average bridge in Will County was built in 1970, which 6 years younger than the regional average.
- The average bridge Sufficiency Rating was the 2<sup>nd</sup> best in the region.
- The Will County rate for structurally deficient was the regional median, functionally obsolete was the 3<sup>rd</sup> worst and for total deficient bridges was the 3<sup>rd</sup> worst in the CMAP region.
- Will County bridges carried the 3<sup>rd</sup> lowest ADT in the CMAP region.
- 10% of bridges that carry NHS routes, and 11% of bridges that carry expressway are geographically within Will County.



## 6.4 DuPage County



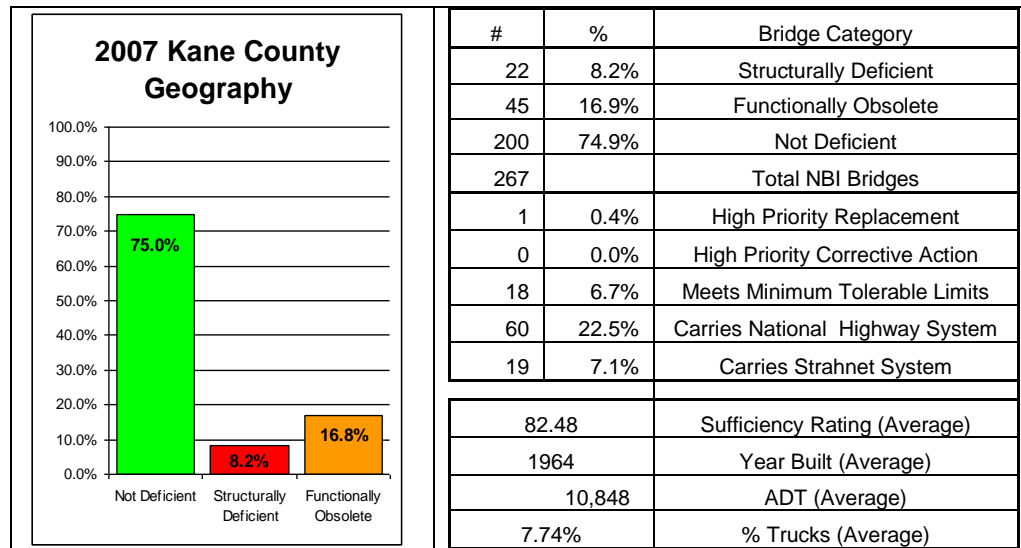
The 2007 NBI reported that 275 bridges, 8.4% of bridges in the CMAP region, were geographically located within DuPage County. The average DuPage County bridge was built in 1969, with a 2007 average sufficiency rating of 83.1. A total of 30 bridges (10.9%) were classified as structurally deficient, and another 38 (13.8%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there were 3 (1.1%) bridges identified as “high priority for replacement,” 8 (2.9%) “high priority for corrective action,” and another 16 (5.8%) bridges that “meet minimum tolerable limits to be left in place as is.”

Major observations regarding bridges within DuPage County include:

- The average bridge in DuPage County was built in 1969, which 5 years younger than regional average.
- The average bridge sufficiency rating was the 3<sup>rd</sup> best in the region.
- The DuPage County rate for structurally deficient was the 3<sup>rd</sup> worst, functionally obsolete was the 3<sup>rd</sup> best and for total deficient bridges was the 3<sup>rd</sup> best in the CMAP region.
- DuPage County bridges carried the 2<sup>nd</sup> highest ADT in the CMAP region.
- 10% of bridges that carry NHS routes, and 11% of bridges that carry expressway are geographically within DuPage County.



## 6.5 Kane County

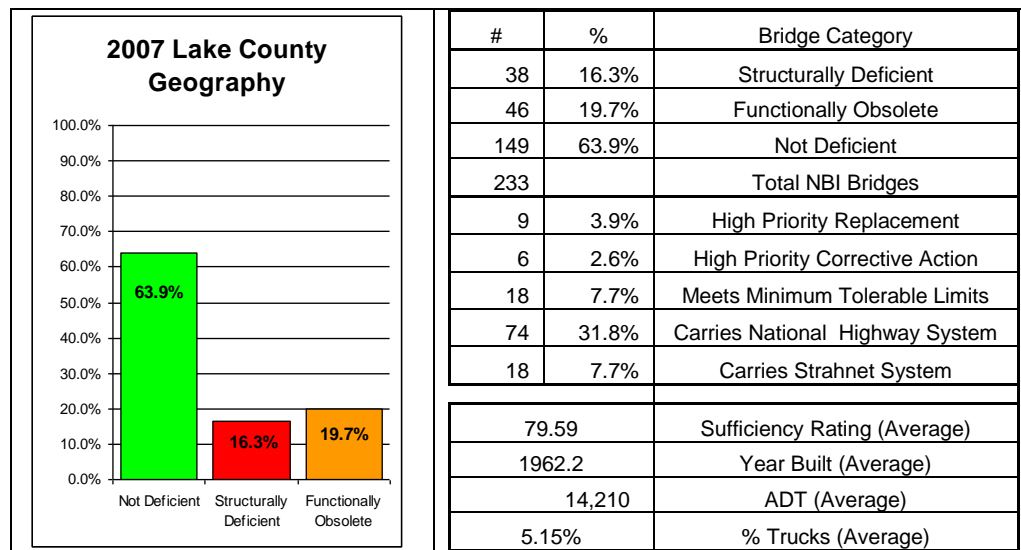


The 2007 NBI reported that 267 bridges, 8.2% of bridges in the CMAP region, were geographically located within Kane County. The average Kane County bridge was built in 1964, with a 2007 average sufficiency rating of 82.5. A total of 22 bridges (8.2%) were classified as structurally deficient, and another 45 (16.9%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there was 1 (0.4%) bridges identified as “high priority for replacement,” 0 (0.0 %) “high priority for corrective action,” and another 18 (6.7%) bridges that “meet minimum tolerable limits to be left in place as is.”

Major observations regarding bridges within Kane County include:

- The average bridge in Kane County was built in 1964, which matched the regional average.
- The average bridge sufficiency rating was slightly above the average for the CMAP region.
- The Kane County rate for structurally deficient was the 2<sup>nd</sup> best, with median rates for functionally obsolete and for total deficient bridges in the CMAP region.

## 6.6 Lake County

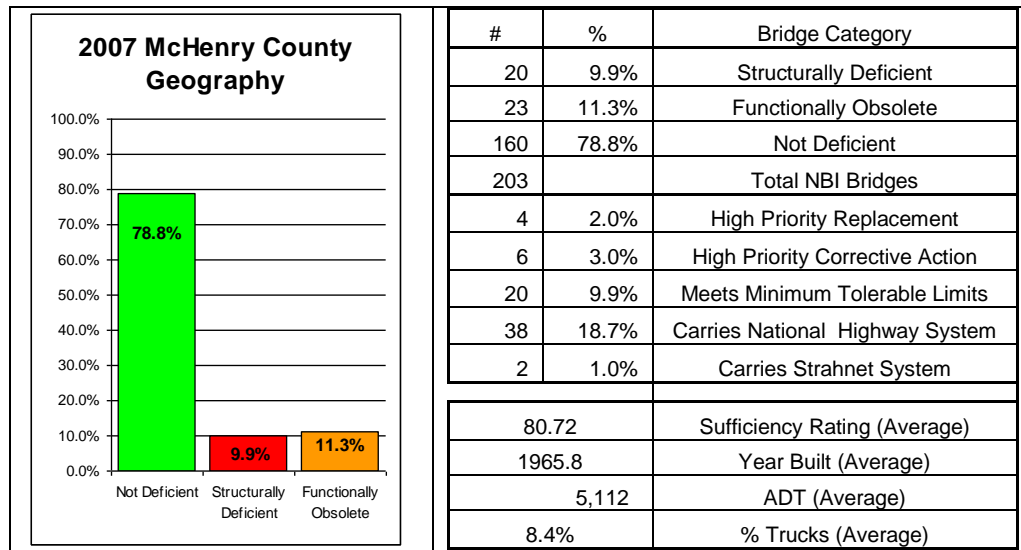


The 2007 NBI reported that 233 bridges, 7.1% of bridges in the CMAP region, were geographically located within Lake County. The average Lake County bridge was built in 1962, with a 2007 average sufficiency rating of 79.5. A total of 38 bridges (16.3%) were classified as structurally deficient, and another 46 (19.7%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there were 9 (3.9%) bridges identified as “high priority for replacement,” 6 (2.6%) “high priority for corrective action,” and another 18 (7.7%) bridges that “meet minimum tolerable limits to be left in place as is.”

Major observations regarding bridges within Lake County include:

- The average bridge in Lake County was built in 1962, which was 2 years older than the regional average, and 2<sup>nd</sup> worst in the CMAP region.
- The average bridge sufficiency rating was the worst in the CMAP region. The average bridge in Lake County met the sufficiency rating criteria for HBRRP funding eligibility. More than 33% of bridges within Lake County were classified as deficient.
- The Lake County rate for structurally deficient was the worst, functionally obsolete was the 2<sup>nd</sup> worst and for total deficient bridges was the 2<sup>nd</sup> worst in the CMAP region.

## 6.7 McHenry County

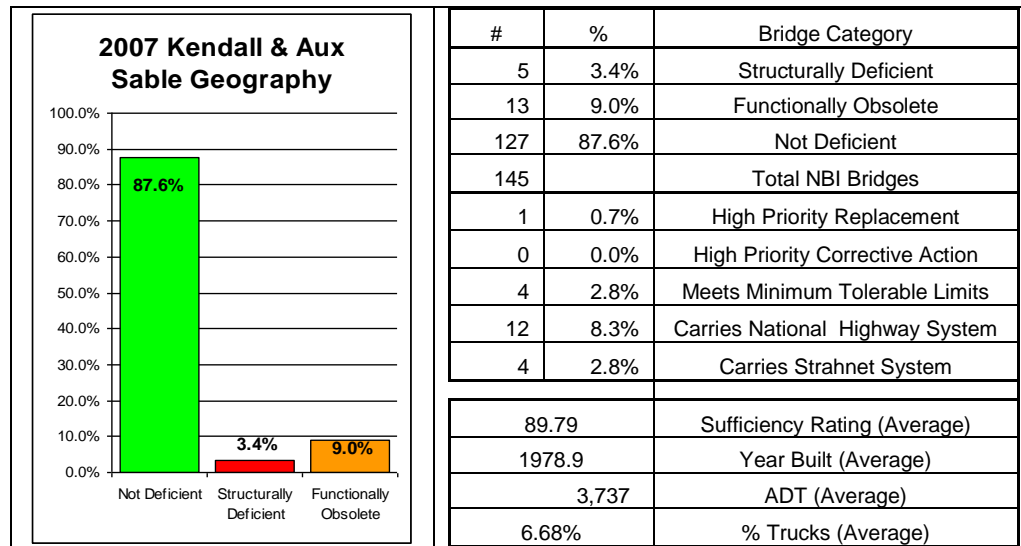


The 2007 NBI reported that 203 bridges, 6.2% of bridges in the CMAP region, were geographically located within McHenry County. The average McHenry County bridge was built in 1965, with a 2007 average sufficiency rating of 80.7. A total of 20 bridges (9.9%) were classified as structurally deficient, and another 23 (11.3%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there were 4 (2.0%) bridges identified as “high priority for replacement,” 6 (3.0%) “high priority for corrective action,” and another 20 (9.9%) bridges that “meet minimum tolerable limits to be left in place as is.”

Major observations regarding bridges within McHenry County include:

- The average bridge in McHenry County was built in 1965, slightly younger than the regional average.
- The average bridge sufficiency rating was the 3<sup>rd</sup> worst in the CMAP region. The average bridge in McHenry County met the sufficiency rating criteria for HBRRP funding eligibility.
- The McHenry County rates for structurally deficient was the 3<sup>rd</sup> best, functionally obsolete 2<sup>nd</sup> best and for total deficient bridges were the 2<sup>nd</sup> best in the CMAP region.
- McHenry County bridges carried the 2<sup>nd</sup> lowest ADT in the CMAP region.

## 6.8 Kendall County



The 2007 NBI reported that 145 bridges, 4.4% of bridges in the CMAP region, were geographically located within Kendall County. The average Kendall County bridge was built in 1978, with a 2007 average sufficiency rating of 89.8. A total of 5 bridges (3.4%) were classified as structurally deficient, and another 13 (9.0%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there were 1 (0.7%) bridges identified as “high priority for replacement,” 0 (0.0%) “high priority for corrective action,” and another 20 (9.9%) bridges that “meet minimum tolerable limits to be left in place as is.”

Major observations regarding bridges within Kendall County include:

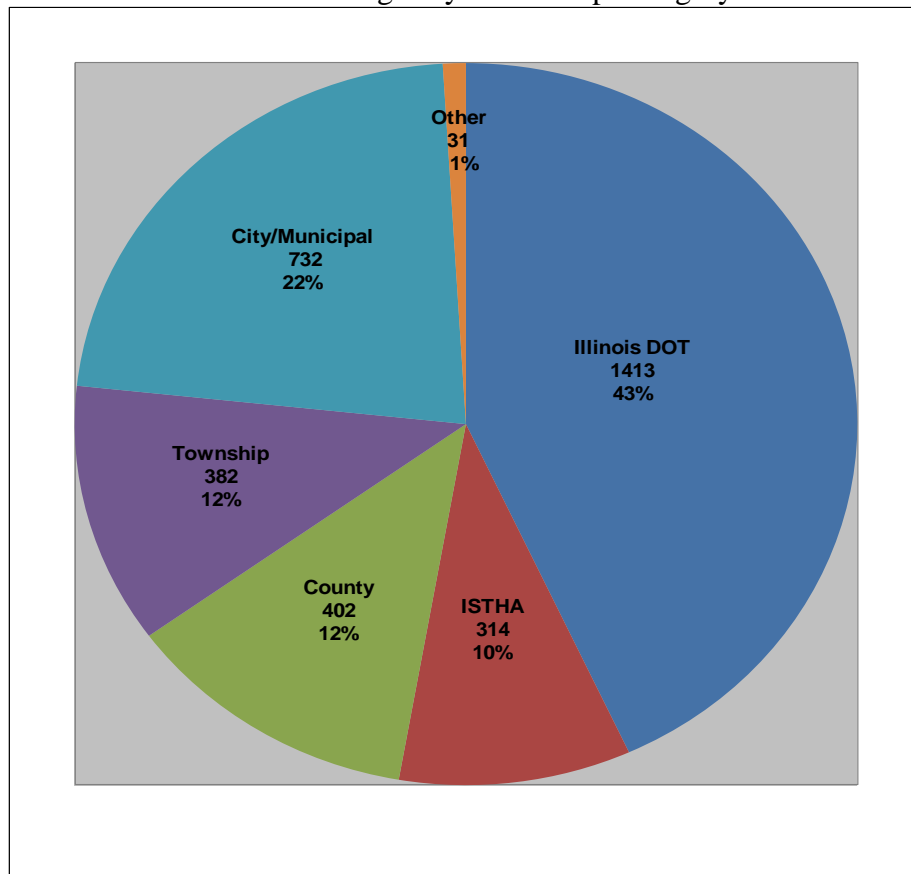
- The average bridge in Kendall County was built in 1978, which was 14 years younger than the regional average.
- The average bridge sufficiency ratings in Kendall County were the best in the CMAP region.
- The Kendall County rates for structurally deficient, functionally obsolete and total deficient bridges were the best in the CMAP region.
- Kendall County bridges carried the lowest ADT volumes in the CMAP region.

## 7 2007 Bridge Condition by Ownership

This section summarizes 2007 bridge condition based on ownership categories, and provides a ownership perspective on bridge conditions – with a focus on “who” owns the bridges. For example, discussion of County bridge conditions presents a summary of overall conditions for all bridges owned by a county. As noted in section 3.1, the owner agency retains responsibility for bridge condition, even in the event that a secondary agency was contracted for bridge maintenance. The individual county ownership responsibilities are not discussed in this section.

For the purposes of this report, the CMAP planning region is considered with the following ownership categories: Illinois Department of Transportation (IDOT), Illinois State Toll Highway Authority ( ISTHA), county (county DOTs combined), townships (combined), municipalities (combined), and other owners (federal, railroad, private). IDOT and ISTHA are actually individual bridge owner agencies. The “Other” category is omitted from this analysis, since this group is responsible for only 1% of the regional bridges. **As a result, the summaries presented in the following sections will compare only these five (5) ownership categories.** A separate section was added to summarize conditions for bridges owned by the City of Chicago. Although already considered as part of municipal ownership, a query of the NBI database indicated that a significant share (8%) of bridges in the region were owned by the City of Chicago. A distribution of bridge ownership is shown in Exhibit 19.

Exhibit 19: NBI Bridges by Ownership Category



Section 7.1 summarizes the CMAP region from the perspective of bridge ownership based on information from Exhibit 20, and the individual ownership categories are discussed in sections 7.2 through 7.7. Please note that the 2007 NBI data used for these summaries is almost 2 years old, and the individual agencies (IDOT, ISTHA, and the City of Chicago) would be the definite source for current bridge conditions.

Exhibit 20: 2007 Bridge Condition Statistics by Ownership Category

<u>Number of Bridges</u>	IDOT	COUNTY	Township	Municipal	ISTHA	City of Chicago	CMAP Region (1)
Structurally Deficient	169	28	16	108	30	42	362
Functionally Obsolete	354	54	45	216	59	123	737
Deficient	523	82	61	324	89	166	1,099
Not Deficient	890	320	321	408	225	117	2,175
Total NBI Bridges	1,413	402	382	732	314	283	3,274

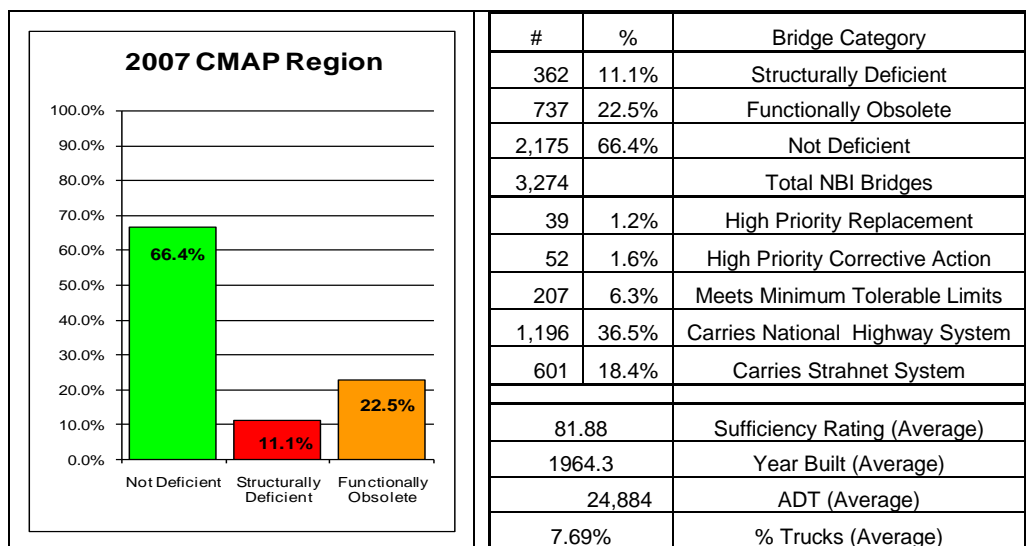
(1) CMAP regional totals. Chicago of Chicago bridges are also included under the Municipal category. A total of 31 bridges owned by other agencies are not broken out in this table.

High Priority Replacement	19	2	3	12	0	3	39
High Priority Corrective Action	27	4	3	17	0	5	52
Meets Minimum Tolerable Limits	74	30	13	68	15	29	207
Carries National Highway System	716	52	0	144	280	134	1,196
Carries Strahnet System	272	0	0	49	277	49	601

<u>Percentage of Owner</u>	IDOT	COUNTY	Township	Municipal	ISTHA	City of Chicago	CMAP Region
Structurally Deficient	12.0%	7.0%	4.2%	14.8%	9.6%	14.8%	11.1%
Functionally Obsolete	25.1%	13.4%	11.8%	29.5%	18.8%	43.5%	22.5%
Not Deficient	62.9%	79.6%	84.0%	55.7%	71.6%	41.7%	66.4%
High Priority Replacement	1.3%	0.5%	0.8%	1.6%	0.0%	1.1%	1.2%
High Priority Corrective Action	1.9%	1.0%	0.8%	2.3%	0.0%	1.8%	1.6%
Meets Minimum Tolerable Limits	5.2%	7.5%	3.4%	9.3%	4.8%	10.2%	6.3%
Carries National Highway System	50.7%	12.9%	0.0%	19.7%	89.2%	47.3%	36.5%
Carries Strahnet System	19.2%	0.0%	0.0%	6.7%	88.2%	17.3%	18.4%

<u>Owner Averages</u>	IDOT	COUNTY	Township	Municipal	ISTHA	City of Chicago	CMAP Region
Sufficiency rating (Average)	81.25	85.12	87.86	79.2	81.69	76.99	81.88
Year Built (Average)	1964.5	1970.9	1971.9	1958.1	1961.6	1951.6	1964.3
ADT (Average)	32,898	10,608	902	13,907	63,306	28,226	24,884
% Trucks (Average)	9.43%	6.89%	4.93%	5.37%	9.98%	9.10%	7.69%

## 7.1 CMAP Region by Ownership Category



The 2007 NBI reported that 3,274 bridges were geographically located within in the CMAP region. The average bridge was built in 1964, with a 2007 average sufficiency rating of 81.9. Within the CMAP region a total of 362 bridges (11.1%) were classified as structurally deficient, and another 737 (22.5%) as functionally obsolete. Region-wide, based on the structural evaluation field (NBI data item 67), there were 39 (1.2%) bridges identified as “high priority for replacement,” 52 (1.6%) “high priority for corrective action,” and another 207 (6.3%) bridges that “meet minimum tolerable limits to be left in place as is.”

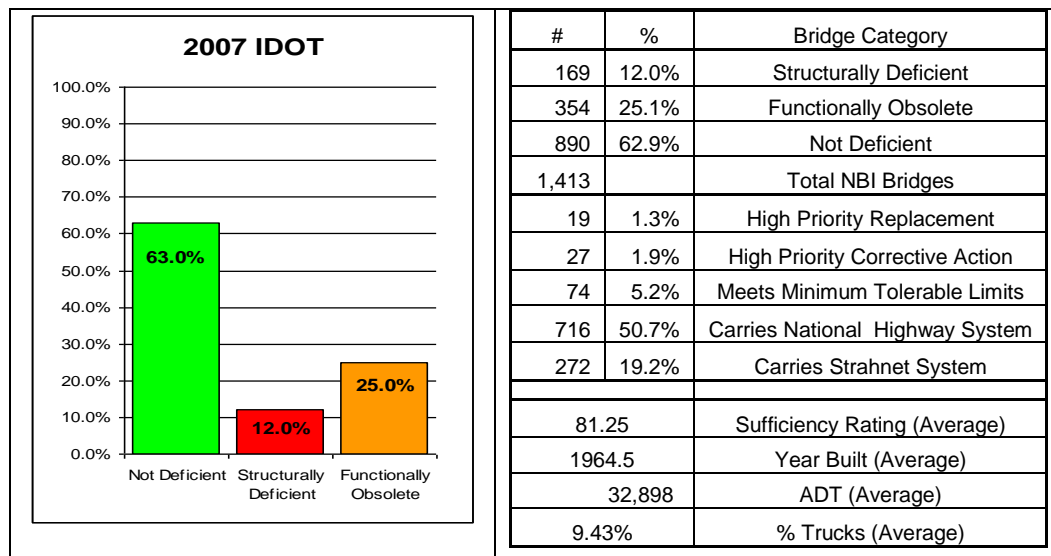
Major observations comparing bridge ownership categories within the CMAP region include:

- **Structurally Deficient Bridges:** 362 (11.1%) of bridges in the region were classified as structurally deficient. More than 75% of SD bridges were owned by IDOT 47% and municipal agencies 30%.
- **Functionally Obsolete Bridges:** 737 (22.5%) of bridges in the region were classified as functionally obsolete. More than 75% were owned by IDOT 48% and municipal agencies 29%.
- **High Priority for Replacement:** 39 (1.2%) of bridges in the region were identified as HP replacement bridges. More than 80% of these bridges were owned by IDOT 49% and municipal agencies 31%.
- **High Priority for Corrective Action:** 52 (1.6%) of bridges in the region were identified as HP corrective action bridges. 85% of these bridges were owned by IDOT 52% and municipal agencies 33%.
- **Minimum Tolerable:** 207 (6.3%) of bridges in the region were identified as minimum tolerable bridges. Nearly 70% of these bridges were owned by IDOT 35% and municipal agencies 33%.
- **NHS Bridges:** 1,196 (36.5%) of bridges in the region carry NHS routes. More than 80% of NHS bridges were owned by IDOT 60% and ISTHA 23%.

- Year Built: the average bridge in the region was built in 1964. Region-wide owner averages range from 1958 for municipal agencies to 1971 for townships.
- Sufficiency Rating: the regional 2007 average bridge sufficiency rating was 81.9. Region-wide owner averages ranged between low ratings of 79.2 for municipal agencies to 87.9 for townships.
- STRAHNET Bridges: 601 (18.4%) of bridges in the region carried STRAHNET routes. More than 90% of STRAHNET bridges were owned by ISTHA 46% and IDOT 45%.
- ADT Carried: the average bridge in the region carried an ADT of 24,884. ADT ranges as high as 300,000 vehicles per day, and 137 (4%) bridges carried more than 100,000 vehicles per day. More than 85% of these bridges were owned by IDOT 65% and ISTHA 21%. 1,459 bridges, 45% of total regional bridges, carry traffic levels below 10,000 ADT.
- % Truck Traffic Carried: the average bridge in the region carried an average of 7.7% truck traffic, which calculates to an average of 1,900 truck ADT per bridge. Based on 2007 NBI data, there were 140 bridges that carried average truck volumes more than 10,000 trucks per day, with 58% of these owned by IDOT and another 41% for ISTHA.
- Fracture Critical Bridges: 100 (3.1%) of bridges in the region were classified as fracture critical bridges. Over 90% of these fracture critical bridges were owned by IDOT 58% and municipal agencies 34%.
- Navigation Control Required: 116 (3.5%) of bridges in the region were classified as requiring a navigation permit for waterway traffic traveling under the bridge. More than 90% of these bridges were owned by municipal agencies 54% and IDOT 39%.



## 7.2 IDOT

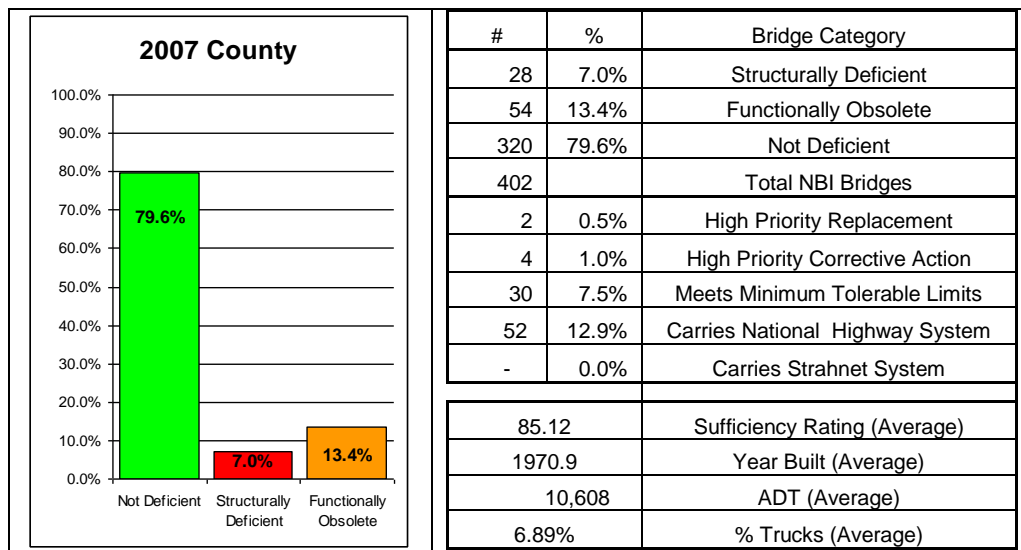


The 2007 NBI reported that 1,413 bridges, 43.2% of bridges in the CMAP region, were owned by IDOT. The CMAP region consists of all of IDOT District 1, plus Kendall County and one township in Grundy County from District 3. The average IDOT bridge was built in 1964, with a 2007 average sufficiency rating of 81.3. A total of 169 IDOT bridges (12.0%) were classified as structurally deficient, and another 354 (25.1%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there were 19 (1.3%) bridges identified as “high priority for replacement,” 27 (1.9%) “high priority for corrective action,” and another 74 (5.2%) bridges that “meet minimum tolerable limits to be left in place as is.”

Major observations comparing IDOT owned bridges to other ownership categories include:

- The average IDOT bridge was built in 1964, which matched the regional average.
- The average bridge sufficiency rating was the 2<sup>nd</sup> worst for owners in the CMAP region.
- The IDOT rates for structurally deficient, functionally obsolete and for total deficient bridges were the 2<sup>nd</sup> worst in the CMAP region.
- IDOT bridges carried the 2<sup>nd</sup> highest ADT in the CMAP region.
- 60% of bridges that carry NHS routes, and 47% of bridges that carry expressway are owned by IDOT.

### 7.3 County

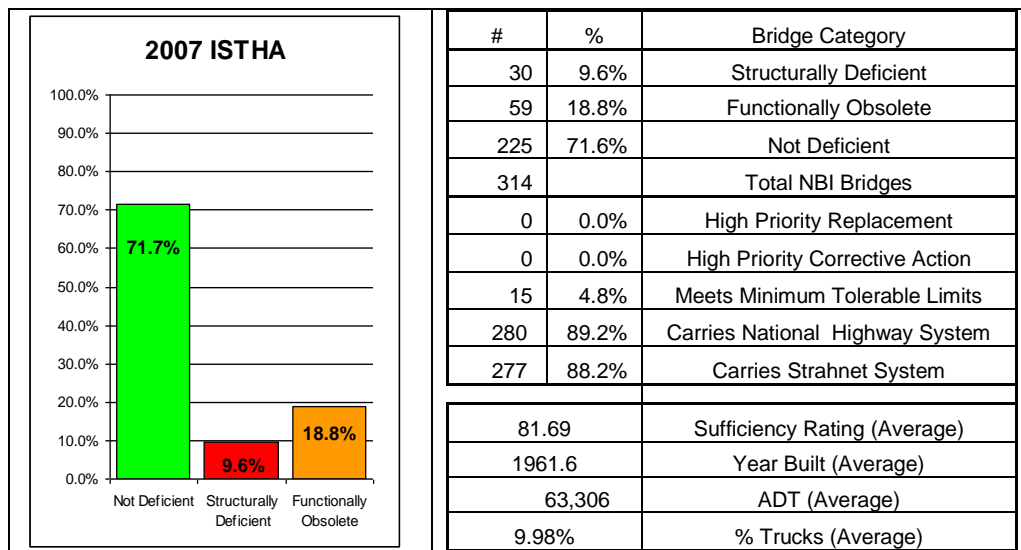


The 2007 NBI reported that 402 bridges, 12.3% of bridges in the CMAP region, were owned by county DOTs. The average county DOT bridge was built in 1970, with a 2007 average sufficiency rating of 85.1. A total of 28 county bridges (7.0%) were classified as structurally deficient, and another 54 (13.4%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there were 2 (0.5%) bridges identified as “high priority for replacement,” 4 (1.0%) “high priority for corrective action,” and another 30 (7.5%) bridges that “meet minimum tolerable limits to be left in place as is.”

Major observations comparing county-owned bridges to other ownership categories include:

- The average county- owned bridge was built in 1970, which was the 2<sup>nd</sup> youngest of owners in the region.
- The average bridge sufficiency rating was the 2<sup>nd</sup> best of owners in the region.
- The county-owned rates for structurally deficient, functionally obsolete and for total deficient bridges were the 2<sup>nd</sup> best in the CMAP region.
- County-owned bridges carried the 2<sup>nd</sup> lowest ADT of owners in the region.

## 7.4 ISTHA

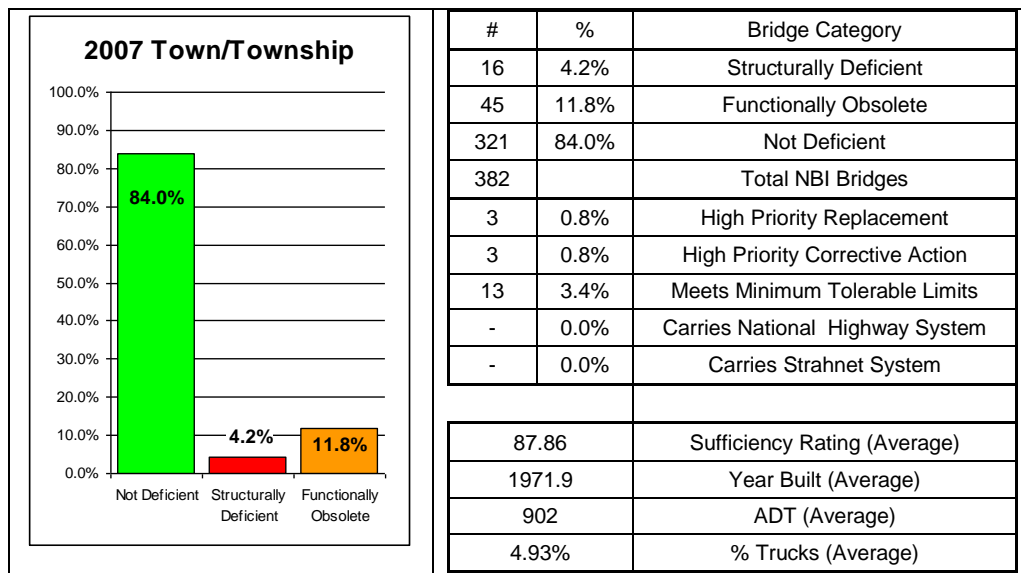


The 2007 NBI reported that 314 bridges, 9.6% of bridges in the CMAP region, were owned by ISTHA. The average ISTHA bridge was built in 1961, with a 2007 average sufficiency rating of 81.7. A total of 30 ISTHA bridges (9.6%) were classified as structurally deficient, and another 59 (18.8%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there were no bridges identified as “high priority for replacement,” and no bridges for “high priority for corrective action.” However, there were 15 (4.8%) bridges that did “meet minimum tolerable limits to be left in place as is.”

Major observations comparing ISTHA-owned bridges to other ownership categories include:

- The average ISTHA-owned bridge was built in 1961, which was the 2<sup>nd</sup> oldest of owners in the region, 3 years older than the regional overage.
- The average bridge sufficiency rating was the median rating of owners in the region.
- The ISTHA-owned rates for structurally deficient, functionally obsolete and for total deficient bridges were the median for owners in the CMAP region.
- There were no ISTHA bridges were identified for HP replacement or HP corrective action.
- ISTHA-owned bridges carried the highest ADT in the CMAP region, almost double the average ADT for IDOT bridges.
- 23% of bridges that carry NHS routes, and 44% of bridges that carry expressway were owned by ISTHA.

## 7.5 Township

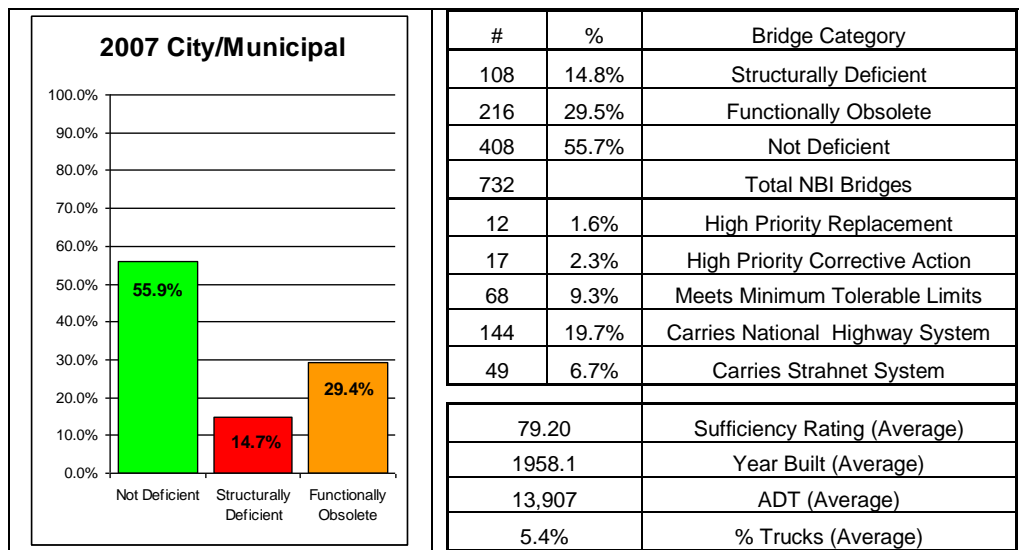


The 2007 NBI reported that 382 bridges, 11.7% of bridges in the CMAP region, were owned by township highway departments. The average township bridge was built in 1971, with a 2007 average sufficiency rating of 87.9. A total of 16 bridges (4.2%) were classified as structurally deficient, and another 45 (11.8%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there were 3 (0.8%) bridges identified as “high priority for replacement,” 3 (0.8%) for “high priority for corrective action,” and another 13 (3.4%) bridges that “meet minimum tolerable limits to be left in place as is”.

Major observations comparing township-owned bridges to other ownership categories include:

- The average township-owned was built in 1971, which was 7 years younger than the regional average.
- Bridge sufficiency ratings for township-owned bridges averaged the best for owners in the CMAP region.
- The township rates for structurally deficient, functionally obsolete and total deficient bridges were the lowest best of ownership categories in the CMAP region.
- Township-owned bridges carried the lowest ADT volumes for ownership categories in the CMAP region.

## 7.6 Municipal

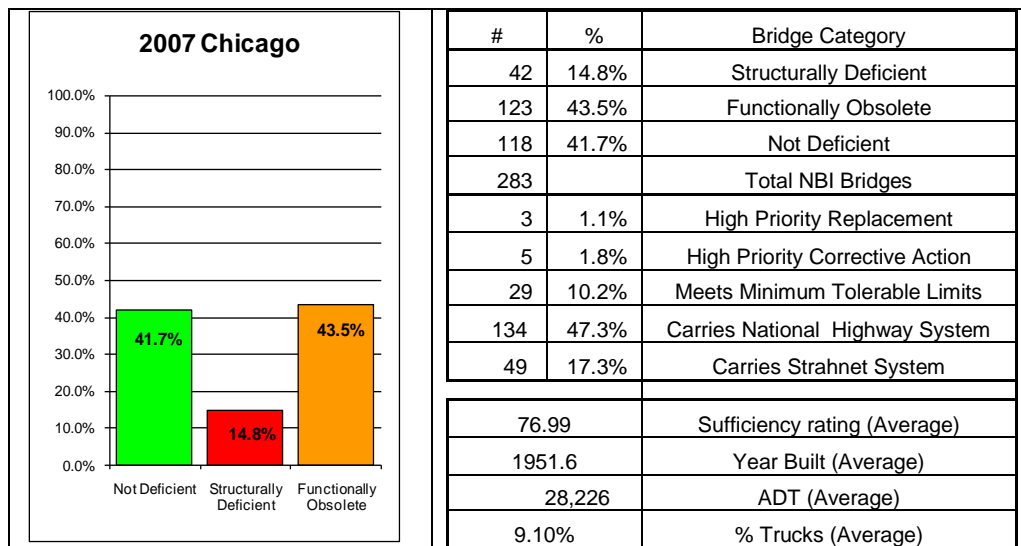


The 2007 NBI reported that 732 bridges, 22.4% of bridges in the CMAP region, were owned by municipalities. The average municipal bridge was built in 1958, with a 2007 average sufficiency rating of 79.2. A total of 108 bridges (14.8%) were classified as structurally deficient, and another 216 (29.5%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there were 12 (1.6%) bridges identified as “high priority for replacement,” 17 (2.3%) “high priority for corrective action,” and another 68 (9.3%) bridges that “meet minimum tolerable limits to be left in place as is.”

Major observations comparing municipality-owned bridges to other ownership categories include:

- The average municipality-owned bridge was built in 1958, 6 years older than the regional average. At the ownership level, these bridges were the oldest in the region. Bridges owned by the City of Chicago will be discussed in a section 7.7.
- The average bridge sufficiency rating was the worst in the region. The average municipality-owned bridge met the sufficiency rating criteria for HBRRP funding eligibility.
- Municipality-owned rates for structurally deficient was the worst, functionally obsolete was the worst, and for total deficient bridges was the worst in the CMAP region. Almost 45% of these bridges were classified as deficient.
- Municipality-owned bridges carried the median ADT in the CMAP region.

## 7.7 City of Chicago



The 2007 NBI reported that 283 bridges, 8.6% of bridges in the CMAP region, were owned by City of Chicago. The average City of Chicago bridge was built in 1951, with a 2007 average sufficiency rating of 76.9. A total of 42 City of Chicago bridges (14.8%) were classified as structurally deficient, and another 123 (43.5%) as functionally obsolete. Based on the structural evaluation field (NBI data item 67), there were 3 (1.1%) bridges identified as “high priority for replacement,” 5 (1.8%) “high priority for corrective action,” and another 29 (10.2%) bridges that “meet minimum tolerable limits to be left in place as is.”

Major observations comparing bridges owned by the City of Chicago compared to all ownership categories include:

- The average bridge owned by the City of Chicago was built in 1951, 13 years older than the regional average; and 7 years older than the average municipally-owned bridge. Of all ownership or geography levels reviewed in this report, City of Chicago-owned bridges were the oldest in the region.
- The average bridge sufficiency rating was the worst in the region. The average bridge owned by the City of Chicago met the sufficiency rating criteria for HBRRP funding eligibility. Of all ownership or geography level reviewed in this report, City of Chicago-owned bridges was the worst in the region.
- City of Chicago-owned rates for structurally deficient was the worst, functionally obsolete was the worst, and for total deficient bridges was the worst in the CMAP region. Almost 60% of these bridges were classified as deficient.
- City of Chicago-owned bridges carried the 3<sup>rd</sup> highest ADT in the CMAP region.

## APPENDIX A



Exhibit A1: Structurally Deficient Bridges in the CMAP Region

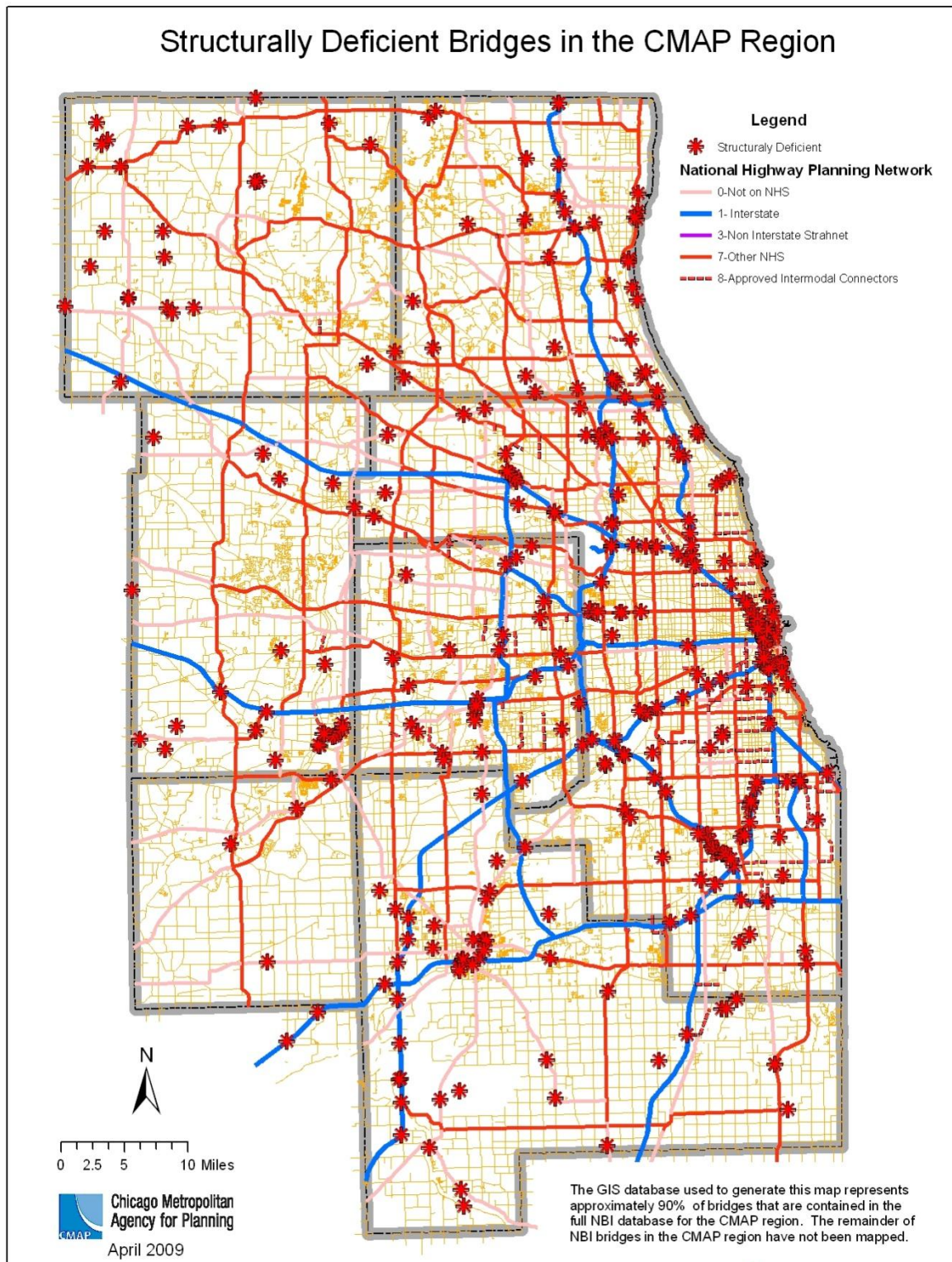
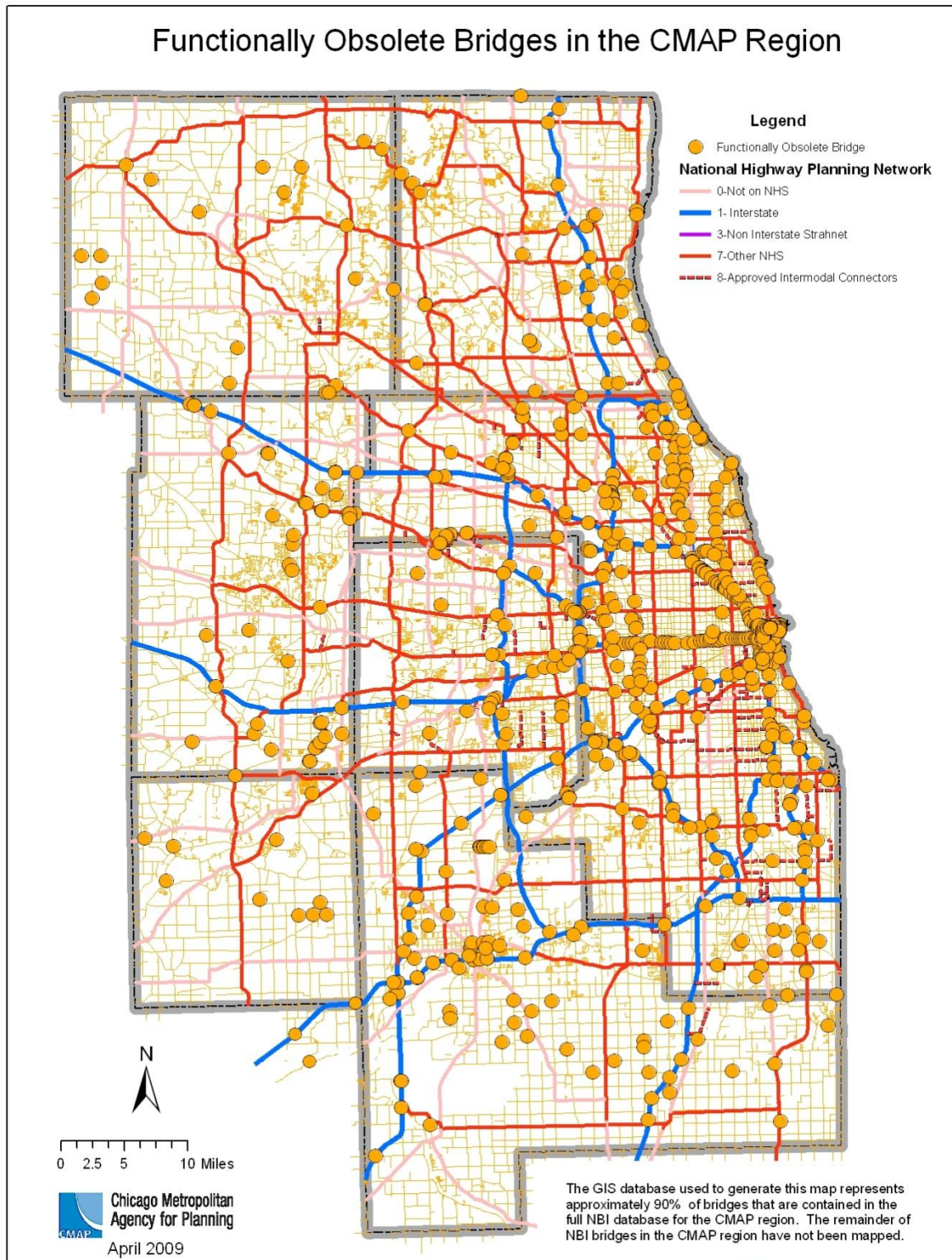




Exhibit A2: Functionally Obsolete Bridges in the CMAP Region





## Exhibit A3: High Priority Bridges in the CMAP Region

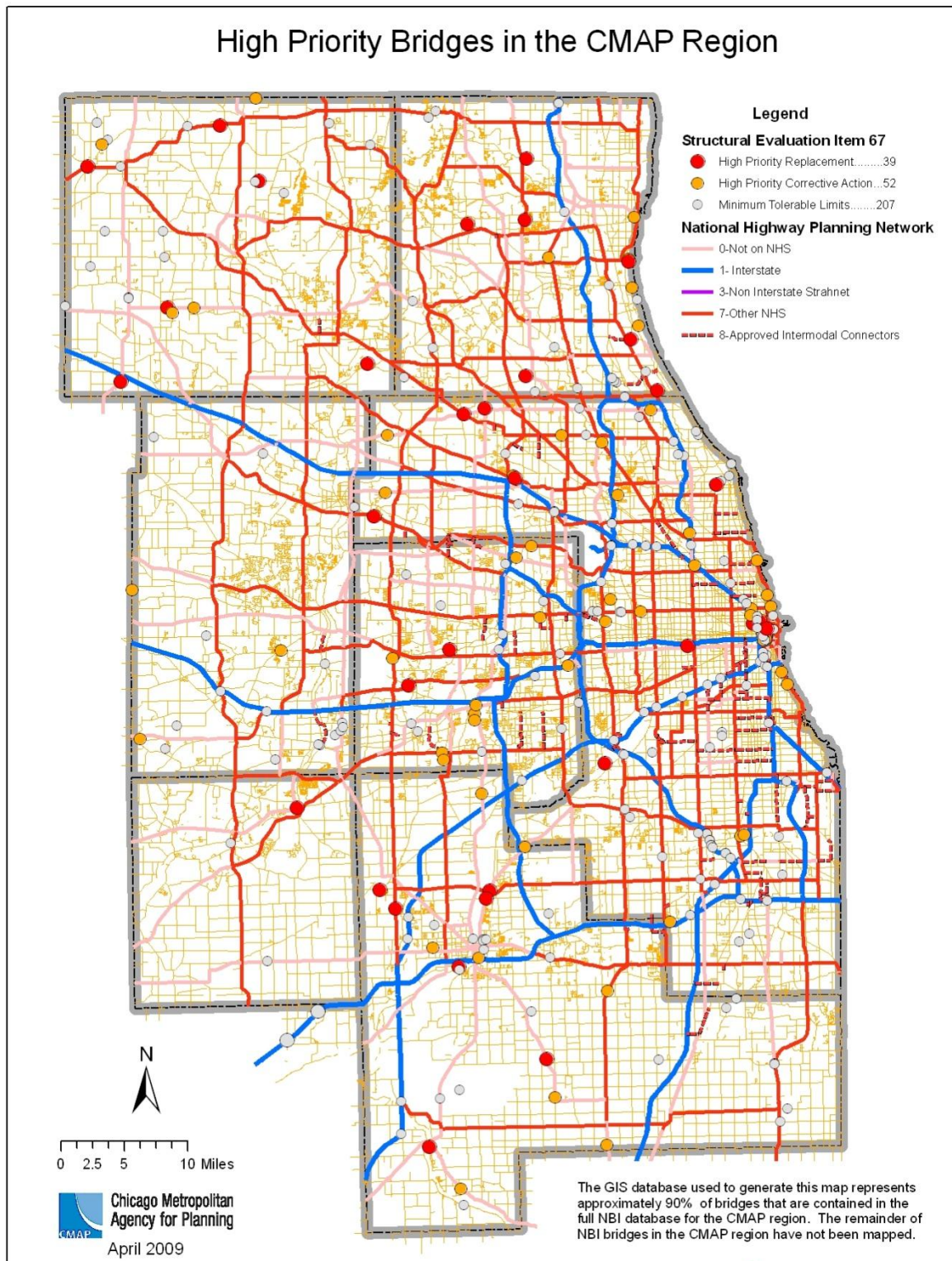




Exhibit A4: National Highway System Bridges in the CMAP Region

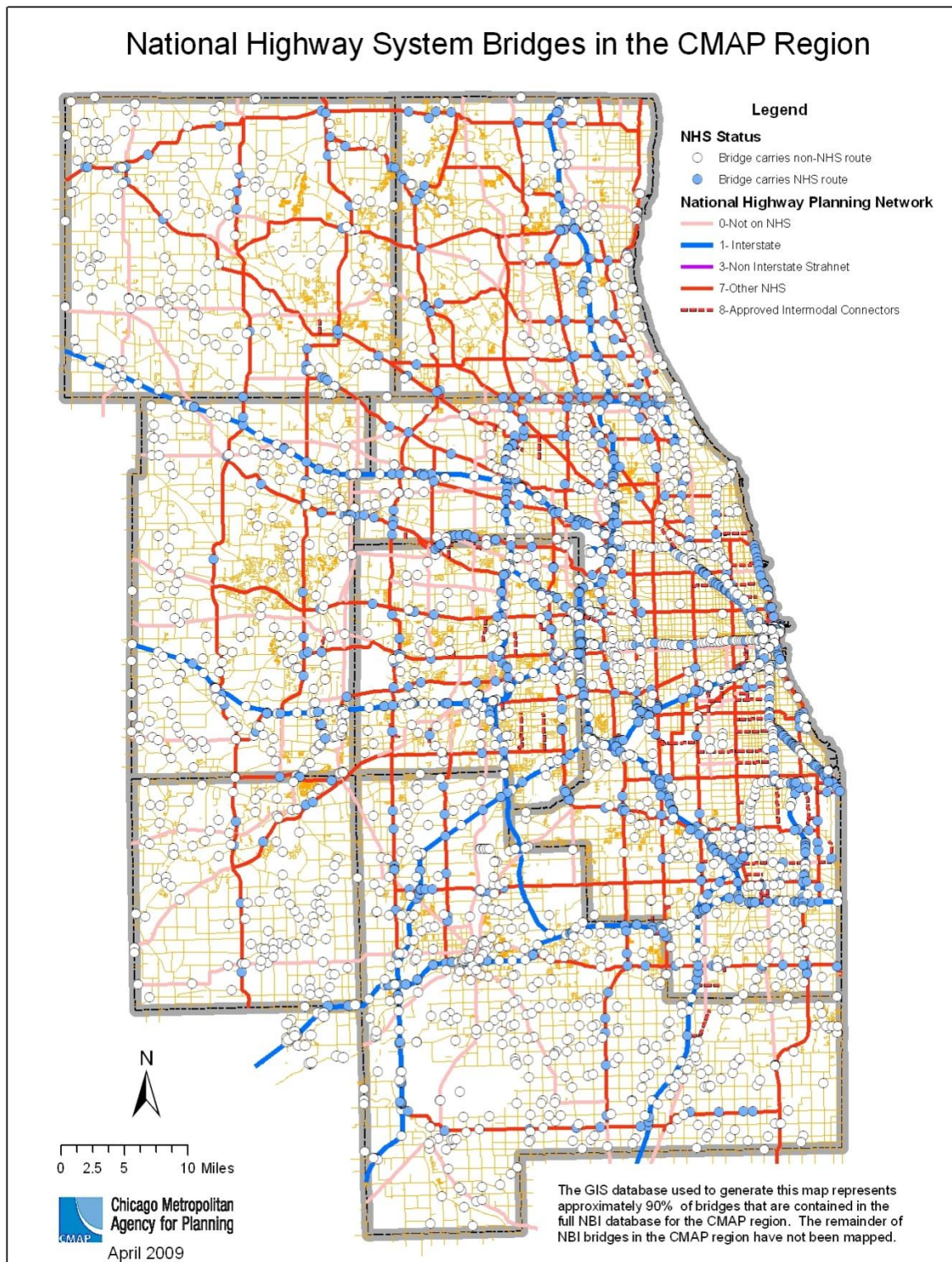
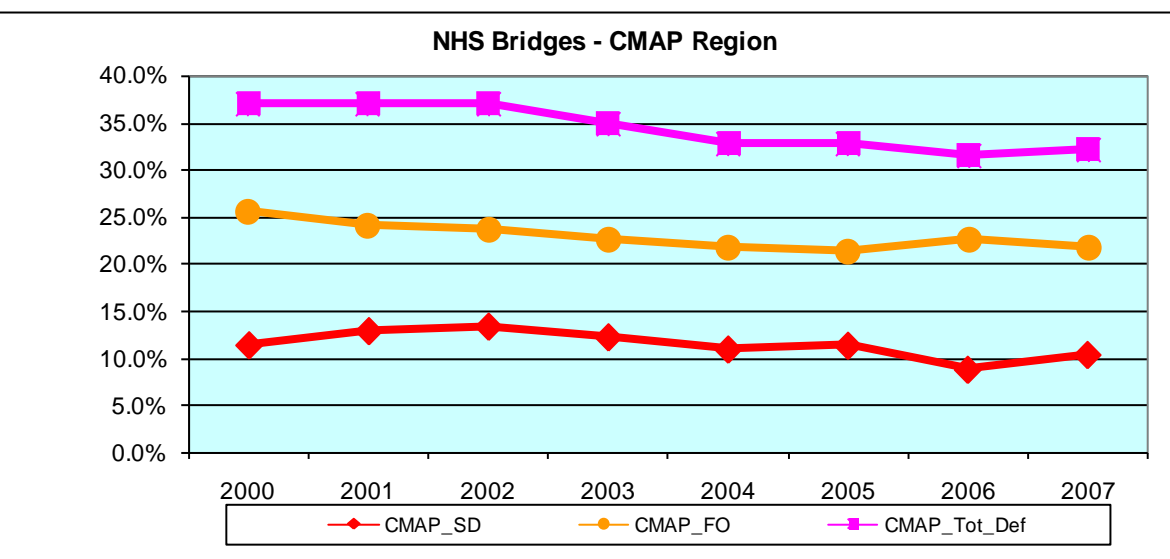
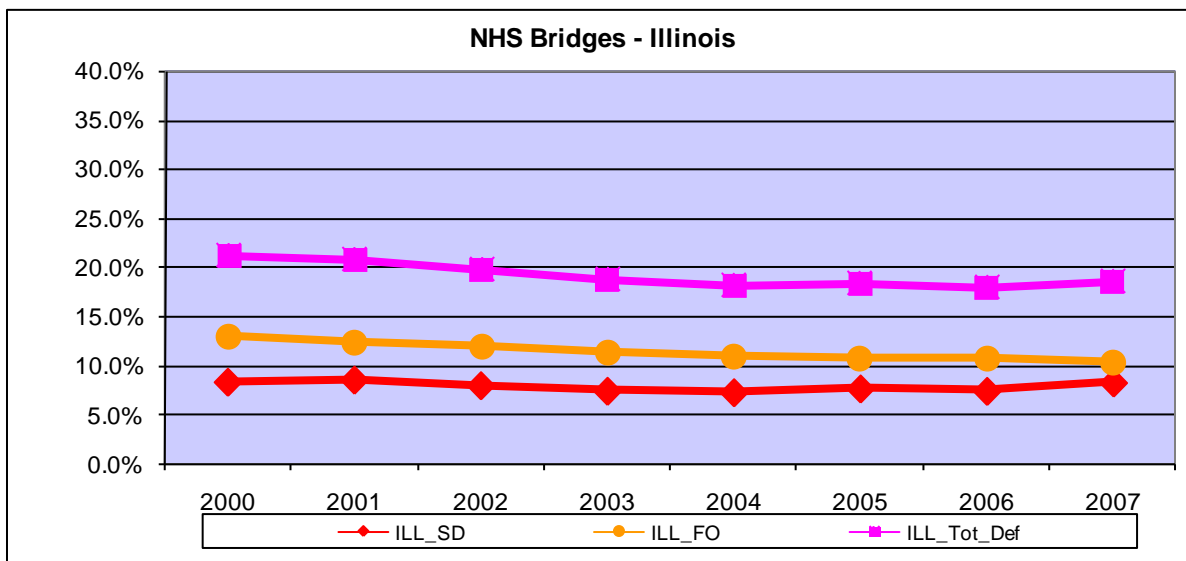
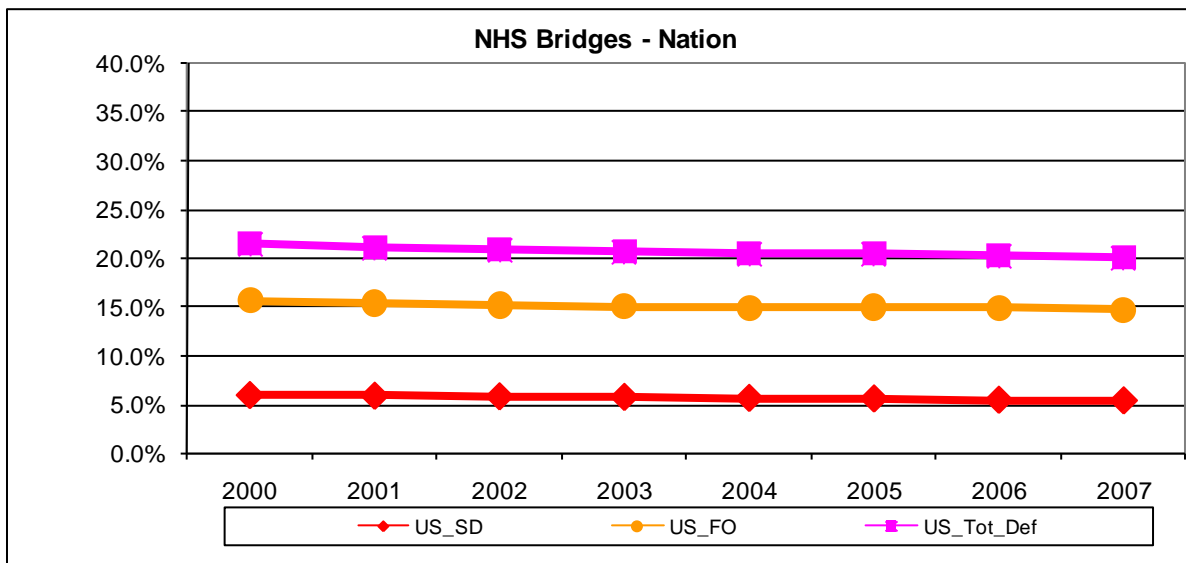


Exhibit A5: Historic Trends – National Highway System Bridge Conditions



# Northeastern Illinois Regional Greenways and Trails Plan – 2009 Update: Executive Summary

## **What Is a Greenway?**

Greenways are conceptual corridors of natural landscape elements. Greenways may range from narrow corridors of undeveloped landscape that run through urban and suburban development, to wide corridors that incorporate diverse natural and cultural features. A greenway can be land- or water-based. It can incorporate both public and private property, but always provides benefits for the larger community. Some are primarily recreational corridors, while others function almost exclusively for environmental protection and are not necessarily intended for substantial human passage. Some greenways run along stream corridors, shorelines, or wetlands; others follow abandoned railway tracks or other land-based features.

Greenways differ in their location and function, but a greenway network will protect natural and cultural resources, provide recreational opportunities, improve and sustain hydrological functions, and enhance the natural beauty and the quality of life in neighborhoods and communities.

## **What is a Regional Greenways Plan Trail?**

In this plan, regional trails are multi-jurisdictional facilities offering recreational opportunities and transportation uses, connecting communities and greenways throughout the region. While on-road bicycling presents many benefits, the emphasis in this plan is primarily existing and planned off-road facilities. The regional trail alignments in the plan are conceptual and long-range. Regional trails include a variety of facility types, suitable for bicycling, walking, and paddling, but also offer diverse uses such as roller-blading, equestrian uses, and cross-country skiing. This plan emphasizes trail connectivity and synergies with regional greenways; many of the trails in this plan offer a “green experience” in the midst of a highly urbanized environment. This plan also emphasizes consistency with locally- and county-based trail plans enhancing opportunities to partner in the implementation of this plan.

## **Why Do We Need a Regional Greenways and Trails Plan?**

A greenways and trails plan offers a vision of continuous greenway and trail corridors, linked across jurisdictions, providing scenic beauty, natural habitat, or recreational opportunities for our communities. Many jurisdictions govern land use and landscape design in northeastern Illinois, so developing a regionally coordinated and connected vision of greenways and trails across these jurisdictions can inform local land-use decisions, and hopefully inspire decisions about development that are consistent with the greenways and trails identified. In addition, greenways and trails projects, including land acquisition, can enhance our communities. Greenway projects inspired by this plan offer some combination of the following characteristics:

- Benefits large populations in multiple communities
- Bridges gaps to help complete greenways
- Creates new connections between greenways
- Provides wildlife migration paths between isolated natural areas
- Protects tributary streams to preserve water quality and ecological value in main regional waterways
- Protects residential and commercial areas threatened by flood damage
- Improves access to recreational trails where it is currently lacking
- Protects high quality natural areas threatened by development

- Protects important scenic vistas and historic areas from development
- Increases access to open space for mature and distressed communities with disadvantaged populations
- Offers a variety of recreational uses
- Provides alternative transportation routes (walking, bicycling) and improves access to public transportation systems

### **A Changing Environment for Greenway Planning**

The Northeastern Illinois Regional Greenways and Trails Plan was first adopted in 1992, and then updated in 1997. Changes in northeastern Illinois have brought on the need to update the plan. For one, the Chicago Metropolitan Agency for Planning was created to insure transportation, land use and other focus areas are addressed in concert to create a comprehensive regional plan that presents a unified vision for the region's future. In addition, Kendall County has become part of the northeastern Illinois region. Also, the serious clean water supply concerns in this region are beginning to be addressed through the State and Regional Water Supply Planning initiative. Northeastern Illinois is also facing health concerns related to physical inactivity, which more recreational opportunities and more connections to the natural environment can help address.

The one-hundredth anniversary of Burnham and Bennett's 1909 Plan of Chicago also brings to the fore historic initiatives and visionary goals for the region concerning nature, open space, and green corridors, including the establishment of forest preserves, improvement of the lakefront, and efforts to develop and protect a system of connected open spaces. The public's enthusiasm about this anniversary could have a lasting impact on the realization of Northeastern Illinois Regional Greenways and Trails Plan.

### **Key Features of the Map**

This map updates existing and proposed regional greenways and trails, major open space, and connections among them. It includes the locations of Illinois Nature Preserves, and sites on the Illinois and County Natural Areas Inventories. Many of these high quality areas are within designated greenways and existing open space and need to be protected. The regional trail system may, where appropriate, provide opportunities for viewing these areas, but care must be taken to protect fragile Natural Area resources from adverse impacts. Unprotected natural areas sites need to be given preservation status through acquisition or other means, as appropriate.

Streams are a vital part of this plan; they are focal points for environmental education and stewardship; they can provide valued opportunities for canoeing and kayaking; they can be rich centers of biodiversity; and they can provide important water quality, water supply, and flood mitigation functions.

Greenway corridors shown as existing on the map (darker green) are in the public domain, while the trails that are shown as existing are completed and open to the public. Proposed trails as illustrated are largely conceptual; final alignments would be determined by the jurisdiction through its planning and engineering processes. A more detailed map and database are available from CMAP to coordinate such planning. While some of the connecting trail proposals that are fairly close together are shown as one corridor on the map, the greenway plan facilities in the CMAP database reflect both.

The **Primary Regional Trail System** identified on this map is the "backbone" of the regional trail system. The map also identifies important existing and proposed trails that make critical direct links that interconnect the backbone trails, communities, and greenways. Existing and proposed trails that connect

the regional system, forest preserves and conservation areas are also identified as primary; trail loops within forest preserves and conservation areas that don't provide connections to the regional system are not generally included. Connections that follow more circuitous routes and/or those that would have to depend on development of a number of adjacent trails to connect to the major trails are not included. The Primary Regional System designation does not necessarily indicate priority trails for development, however many coincide with the county priorities listed in the plan document. The intention is that trails will be developed based on opportunities (private land development, public land acquisition, or complementary infrastructure development), the availability of funds and other resources, staff expertise, and policy support from elected officials.

**Green Trails** or trails that are shown buffered by a green corridor offer, for most of their length, a "green experience." A path with relatively large amount of vegetation or scenic vistas would be included. Off-road paths along a highly developed corridor with very little vegetation, for example, do not have a green buffer. With very few exceptions, greenways plan trails do not include on-road signed facilities.

**The Route 66 Trail** is a plan to give trail users opportunities to explore sights, cities, towns, and rural areas of Route 66. The vision consists of off-road paths and comfortable roads for bicycles, equestrians, and hikers. In cases where the route coincides with major backbone trails, it is identified on the map. Certain highly urbanized, long-running, on-road sections of this proposed trail are not included in this plan, owing to the off-road emphasis of this plan.

**The Grand Illinois Trail** is a 475 mile loop trail for hiking and biking that uses existing and planned trails in northern Illinois. Major greenway plan trails are included in this loop, as well as some on-road routes essential to creating the loop. The map identifies the routes as "GIT."

### **The Plan Document**

The plan includes actions that would contribute to implementation of the plan. These recommended actions in the plan are not necessarily site specific, but may indicate general priority areas. The seven general objectives identified in the plan are contained in the following list.

- Objective 1: Preserve Additional Greenway Open Space
- Objective 2: Preserve and Improve the Quality and Biodiversity of Existing Open Space, including Greenways
- Objective 3: Improve the Effectiveness and Use of Trails
- Objective 4: Expand the Existing Regional Trail System and Create Linkages
- Objective 5: Expand the Region's Efforts to Protect, Restore and Utilize Water-Based Greenways
- Objective 6: Improve the Transportation Benefits of Trails
- Objective 7: Sustain and Strengthen the Funding Base for Trails and Greenways

Implementation of the Regional Greenways and Trails Plan will require a partnership effort among state natural resource and transportation agencies, forest preserve and park districts, county and municipal governments, conservation and recreation advocacy organizations, and private landowners. Specific actions to implement the seven objectives are detailed in the plan document.

An important function of the Regional Greenways and Trails Plan and the plan map is to support the programs of open space jurisdictions which are working to preserve and manage greenway corridors. Much of the on-the-ground implementation will occur through the initiative of the forest preserve and conservation districts, park districts, municipalities, counties, and state and federal agencies, including the Illinois Department of Natural Resources and the Illinois Department of Transportation. The open

space, outdoor recreation, and natural resource advocacy organizations of the region play an invaluable role in plan implementation.

\*This summary is intended as an overview of the officially adopted Northeastern Illinois Regional Greenways and Trails Plan. The Plan and map are both on CMAP's website at <http://www.cmap.illinois.gov>.

For more specific information about regional existing or proposed trails, such as where the proposal originated, contact CMAP at 312-454-0400.